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HOME MINING PROBLEM.

NATIONALISATION BILL REJECTED.

(Reuter's Service.)

London, May 16.
The House of Commons, by 264 votes to 168, has refused the second reading of a Bill, moved by a Labourite, providing for the nationalisation of the mines by purchase and their transference to a Mining Council to be provided over by a Minister of Mines, but without giving compensation by royalties.
The mover stated that six persons were drawing royalties amounting to over half a million sterling yearly, which was more than 3,500 miners received.
The rejection of the Bill was moved by a Conservative, who described it as a rash and disastrous experiment.
The rejection was seconded by a Liberal.
Mr. Shinwell said the Government wholeheartedly accepted the principle of the Bill, though it recognised that the country had not given a mandate for the nationalisation of the mines.
Mr. Lloyd George, who was repeatedly interrupted by Labourites, denounced the Bill as establishing a gigantic coal trust in the interests of one section of the community, but he was sure that the House would not examine in any partisan spirit any broad-minded proposal to improve the miners' lot. (Cheers).
The Liberal vote was split.

HOME CRICKET MATCHES.

NOTTS DEFEATS SOUTH AFRICANS.

London, May 16.
At Nottingham, Notts beat the South Africans by three wickets. Notts scored 238 for 7, George Gunn contributing 58 and John Gunn 89, not out.
At Lord's Middlesex defeated Warwickshire by an innings and 9 runs. For Middlesex, Dales scored 109, not out.
Surrey drew with Somerset at the Oval, Surrey leading on the first innings. For Somerset, Lyon in their first knock compiled 95.
Leicestershire at Leyton beat Essex by seven wickets. For the winners Aslett in their second innings knocked out 75, not out.
At Liverpool, Lancashire beat Glamorgan by 128 runs. In their first innings the Lancastrians scored 49, Spencer taking 5 wickets for 9 runs, but in the second they scored 208 for 8 and declared. Glamorgan's first knock produced 22, Parkin taking 6 for 6 and R. Tyldesley 4 for 16; and in their second innings they compiled 107, Parkin taking 4 for 30.

FRANCE AND THE RUHR.

M. POINCARÉ'S LETTER TO BRITISH PREMIER.

Paris, May 16.
The French Ambassador in London has handed to Mr. Ramsay MacDonald the letter from M. Poincaré, mentioned earlier, in which he submits certain points of principle which appeared to M. Poincaré would facilitate putting in execution the Experts' Report. He also deals at some length with the question of the Ruhr, and emphasises the importance of allowing some latitude to the specialists appointed to supervise the change of regime in the railway, with a view to putting the Experts' Report into operation without loss of time when the time comes.

U. S. IMMIGRATION BILL.

NOW BEFORE PRESIDENT COOLIDGE.

Washington, May 16.
After passing the House of Representatives by 308 votes to 308 and the Senate by 69 votes to 9 the immigration Bill, with a provision excluding Asiatics after July 1st, is now before President Coolidge, who will probably send the measure to the State and Labour Departments for recommendations before determining to sign or veto it.

GERMAN CONSUL.

DR. REMY APPOINTED TO HONGKONG.

For the first time since the war Hongkong now has a German Consul. A notification to this effect appears in to-day's *Governor's Gazette*.
The new Consul is Dr. E. Remy, who is at present also General for Germany at Canton.

GERMANY AND THE SOVIET.

Police Raid Recalled.

Berlin, May 16.
The police report that they have again arrested the wanted Communist, Bozenhardt, in the house of a member of the Russian trade delegation, where he had apparently been hiding for a fortnight. The German Government apparently is prepared to accede to the Russian demand to pay compensation for any damage done inside the delegation offices, but is unwilling to recognize the extrajudicial rights thereof, or agree to punish the responsible police officials, notwithstanding that the police superintendent has already been suspended. (Reuter).

"EASMA" BEACH.

OPENING ON EMPIRE DAY.

We learn this morning that the popular "Easma" bathing beach, on Stonecutter's Island, is officially being opened on Saturday next—Empire Day, though it will be open to use for members on Wednesday next. New matchboxes have been erected and facilities have been provided for the supply of afternoon tea and other refreshments.
It will be remembered that last year, when the beach was first opened, frequent typhoon weather seriously interfered with the Committee's arrangements and it is to be hoped that better fortune will be experienced this year.

DUTCH-AMERICAN ARBITRATION.

The Hague, May 16.
The Second Chamber has approved of the Dutch-American arbitration treaty. (Reuter).

D'OLIVY RESUMES TO-DAY.

Paris, May 16.
D'Olivy will depart from French Indo-China for Peking and Tokyo on May 17th. (Reuter).

PREVENTION OF CRUELTY.

GOOD NEWS FOR LOVERS OF ANIMALS.

Local animals, including birds and "every other creature"—to use the words of the official announcement—are to have special protection in the near future.
The provisions of a new Ordinance providing for the prevention of cruelty to animals are published in the current *Gazette*, and the "objects and reasons" set forth the intentions of the Government in the matter.

It is intended to publish broadcast in the Chinese language the provisions of Clause 3, considered the most important of all, as it explains in detail the various kinds of cruelty which the Ordinance will prohibit. These are some of the things which must not be done, under pain of appearance before the Magistrate:—

Beating, ill-treating or overloading an animal; causing any unnecessary pain or suffering; importing or exporting living creatures without proper provision of space, food or water; carrying more than one cat or dog in a cage; conveyance of pigs in baskets which allow the limbs to protrude; loading or discharging animals in a manner such as to cause suffering; any improper conveying or confinement of living creatures—such as carrying fowls and other birds head downwards, by the wings or legs, or with wings tied together; over crowding; placing loads upon baskets or crates containing living creatures; and failure by keepers of bird shops to provide sufficient perches for all the birds in the cages. Amongst other acts of cruelty which will promptly be punished are:—Mutilation or injury of captive creatures, or failure to supply them with sufficient food, water, light or ventilation; administration of any poisonous substance to any captive animal, or the performance on same of any operation in which proper care and humanity is not exercised; and inflicting unnecessary suffering during slaughter for food.

THE PENALTIES.

The Magistrate is to have power to order the destruction of any creature if satisfied that it would be cruel to keep it alive, and the owner shall be liable for expenses thus incurred. In addition to any other punishment, an owner can be deprived of any animal treated cruelly.

Powers of arrest, entry and search are given; also temporary care by the police or an S.P.C.A. inspector of any creature to be produced in evidence.

The breach of any regulation under this Ordinance shall be punishable with a fine not exceeding \$250 and imprisonment for a term not exceeding six months.

The master of any vessel on which an offence might be committed shall be deemed liable in addition to the actual offender.

The Ordinance brings together and consolidates several somewhat scattered regulations already in force.

ANOTHER OPIUM HAUL.

BAIL FIXED AT \$153,000.

Consequent on the seizure of 1,500 tons of prepared opium from a junk which was unloading at the Preya off Wing Lok Street yesterday, an application for forfeiture of the boat was made by the Revenue Department before Mr. R. E. Lindell at the Police Court to-day.

Bail for the boatwoman arrested in the case has been fixed at \$153,000.

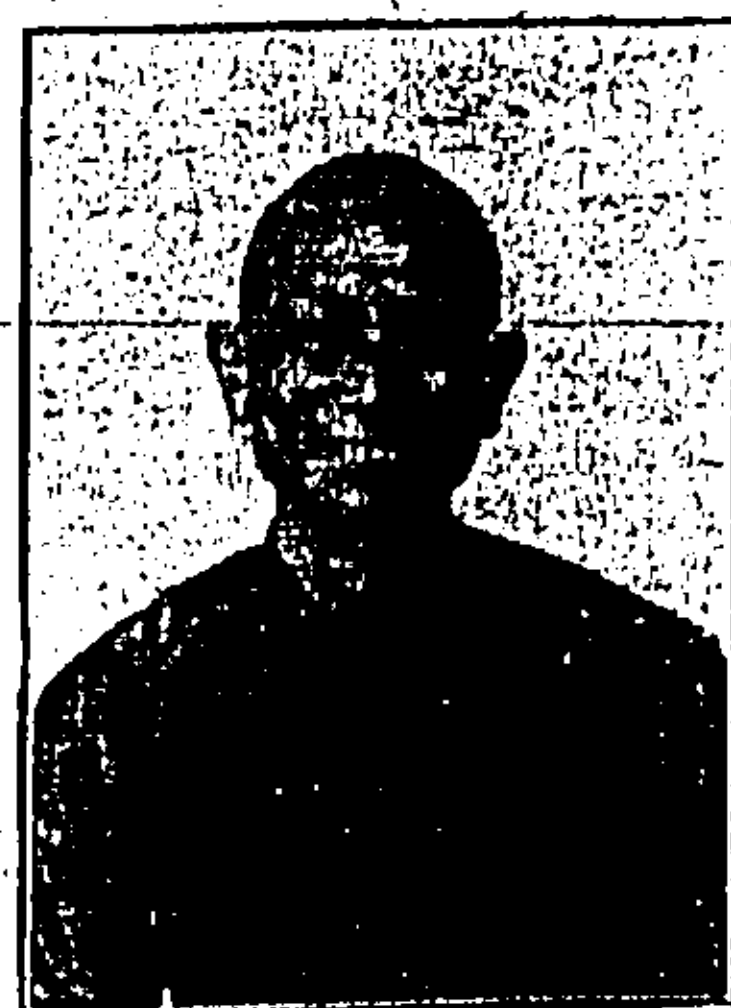
The hearing was held in the Court.

TURF TOPICS.

AH FOOK'S VARIED CAREER.

[By "ARGUS JUNIOR."]

Born at Namtau in 1874, Ah Fook, at the age of 12, was apprenticed by his father to a Chinese, named "Charlie," who ran a livery stables in Hongkong. "Charlie" owned a number of gharries imported from Singapore, which, pulled by Canton ponies, used to play for hire on the streets. The rates were 80 cents the first hour and 30 cents each succeeding hour. Ah Fook rode on the "dickie" behind the gharries, his business being to open the door, collect fares, clear the road of pedestrians, etc. At the end of a two years' apprenticeship, Ah Fook obtained work as a mafao in the stables of the late Mr. R. Fraser-Smith, founder and proprietor of the *Hongkong Telegraph*. Mr. Fraser-Smith was that year the owner of Shamrock, The Black Watch, Donald, Mac, Toons, Duncan Gray, Navigator, Tosh, all classed as racing ponies, and a hack called Robin Gray. At the annual meeting the only winners in the stables were the two last-named. Tosh, after running second in the Jockey Cup with Mr. Hogg up, and third in the Comrades' Cup with Mr. Maclean in the saddle, carried the last-named to victory in the N.I. Desperandum Stakes (4 furlongs), the time being 1.09. On the "Off Day," Robin Gray, ridden by Mr. Collinson, won the Hack Race. Ah Fook's duties inter alia were to lead the ponies at walking exercise. Tosh was his charge and to the pony's success may be attributed Ah Fook's returning to a racing stable, after making two trips to Hamburg. The trip abroad was taken in 1890, after he had been employed in Mr. John Kennedy's stables for



18 months as mafao and clipping boy. His pay was \$8 per month as a mafao and \$3 as clipping boy. He helped with some of Mr. Cruikshank's ponies and occasionally was allowed to "ride work." Asked why he went to sea, Ah Fook told me that he wished to master the English tongue and was, at the time, under the belief that all "foreigners" spoke English. Be that as it may, he signed on as washerman on board the German steamer *Klabow*, running between Tsingtau and Hamburg. He made two round trips on the vessel, the second time as pantry-boy. When the vessel returned here, after the second voyage, Ah Fook had the good fortune to meet Mr. Cruikshank in the street. He obtained a post as head mafao and riding boy and after Mr. Cruikshank retired was retained by Mr. Gresson and Mr. John Johnstone. His service with the Princely House extended over 14 years and enabled him to learn valuable lessons in the art of training.

In 1913, Ah Fook rejoined the Kennedy Stables and has served successively under Mr. David Kennedy, Mr. G. W. Gegg, Mr. E. F. Scull, Mr. Silva and the present manager, Mr. E. C. Rock. Ah Fook's present position is No. 1 mafao at the Jockey Club Stables, and public trainer. His string consists of Looh Kinnoh, Gray Dragon, The Wont, Petrol King, Mongolian Prince, Barcelona, Yellow River, Speckgrass, Uncle George, Belle, Lily, Full House and four griffins.

It is a sad blow to Ah Fook last year when his son, a clerk in the H. K. J. C. stables at Causeway Bay, fell a victim to consumption. Ah Fook fully acknowledges the debt he owes to his former employers at Jardine's for his present knowledge of training and stable management and he was most anxious that his son should gain the fullest insight into up-to-date methods for the care of the horse in training.

[Next Week: Pany Yau, trainer of Fernleaf.]

SUN YAT-SEN.

ANOTHER OFFICIAL DENIAL.

With regard to the recent rumours of the death of Dr. Sun Yat-sen, Reuter's Agency advises us that it has received the following cable:—

"Generalissimo's Headquarters, Canton, 15th May, 1924.—The reported death of Dr. Sun Yat-sen is entirely unfounded. He was indisposed a fortnight ago, owing to a strenuous day on May 1st, when he addressed several meetings. He is now completely recovered, his medical adviser, Dr. Rummel, having ceased attendance over a week ago.—Eugene Chen."

Yesterday's *Canton Gazette* states that strict orders have been issued by the Police Department of Canton prohibiting the spreading of false rumours about the condition of Dr. Sun. It states that the false rumours circulated were made use of by the enemies of the Government with a view to creating disturbance in the city, and it is added that anyone found making such discreditable rumours will be severely dealt with.

In the course of a leading article regarding the spread of these rumours, the *Canton Gazette* states that "last Tuesday and Wednesday, the Hongkong papers like the *China Mail* and *Telegraph*, published sensational reports of Dr. Sun's death." We are calling upon our Canton contemporary to retract this statement so far as the *Telegraph* is concerned, because at no time have we stated that Dr. Sun Yat-sen was dead.

charge of Mr. Fraser-Smith's Tosh. He is especially proud of the performances of Mr. John Peel's Cotswold, which won the Derby of 1905, with Mr. Gresson in the saddle, and also won the Champions the same year, ridden by Mr. Moller. Homocoe, winner of the Valley Stakes in 1907, is the best subscription griffin ever seen here according to Ah Fook. Among other winners, many will remember Match-box, Smoke-box, Snuff-box and Target (for Mr. Dyor) and Speckled Mouse and Country Mouse which were placed in Ah Fook's charge by Mr. Henry Humphreys.

The first annual meeting attended by Ah Fook was in 1888. The meeting is memorable for the dead-heat on the second day between Silken Mead and Lightfoot for first place, with Happy-Go-Lucky and Punchinello dead heat for second. The race for the Champions was won by Tioza, with Harbinger and Carolo filling the other places. Neither the first nor the third had won a race at the meeting, but the conditions were "optional to beaten ponies."

It was a sad blow to Ah Fook last year when his son, a clerk in the H. K. J. C. stables at Causeway Bay, fell a victim to consumption. Ah Fook fully acknowledges the debt he owes to his former employers at Jardine's for his present knowledge of training and stable management and he was most anxious that his son should gain the fullest insight into up-to-date methods for the care of the horse in training.

[Next Week: Pany Yau, trainer of Fernleaf.]

AN ALPHABET OF HONGKONG.



D IS THE DRUNK

(All Right, He Won't Fall)
He's Just Going Home
From a Popular Ball.

ARMED ROBBERY.

ACCOUNTANT STABBED.

A robber who entered No. 2 Lok Hing Lane early this morning, stabbed the accountant of the shop on being discovered and fled with a coat, in one of the pockets of which were five gold buttons valued at \$25. Three of these were dropped by the robber in the street and were recovered.
Suffering from a wound in the face, the accountant was removed to hospital by the police.

ANOTHER MAHSUD RAID.

Constabulary Force Wiped Out.

Peshawar, May 16.
A gang of a hundred Mahsuds near Tank are reported to have wiped out a small force of frontier constabulary, of whom 11 were killed and 3 wounded. Ten rifles were captured. It is understood the enemy also suffered casualties. Reinforcements have been sent from Tank.
It is believed the attack was in retaliation for the constabulary's recently accounting for a gang of Mahsud raiders near Drabon. (Reuter).

HOLLAND AND RUSSIA.

Unacceptable Reservations.

The Hague, May 16.
Replying to the Communists, Heer Van Revoitay said the Dutch delegates regarded the Russo-Dutch negotiations as postponed, but the Soviet regarded them as broken off; moreover the Russian reservation with regard to the application of the most-favoured nation clause were unacceptable.

Heer Troelstra, leader of the Social Democrats, expressed complete satisfaction with the Foreign Minister's explanation. (Reuter).

DIPLOMATIC FLUTTER.

Question of Treaty With Turkey.

London, May 16.
The *Daily Telegraph* diplomatic correspondent says—Angora is worrying greatly about Japan's delay in ratifying the Lausanne treaty, which would have rendered the treaty operative, since Britain and Italy have already ratified it. He asserts that the Turks ascribe Japan's dilatoriness to French diplomatic intervention at Tokyo, as the Poincaré Government has hitherto withheld ratification. (Reuter).

AMERICAN BASEBALL LEAGUE.

Washington, May 16.
In the American baseball league, Philadelphia lost to Detroit, 1 to 3; and Boston beat Chicago, 4 to 3. (Reuter's American Service).

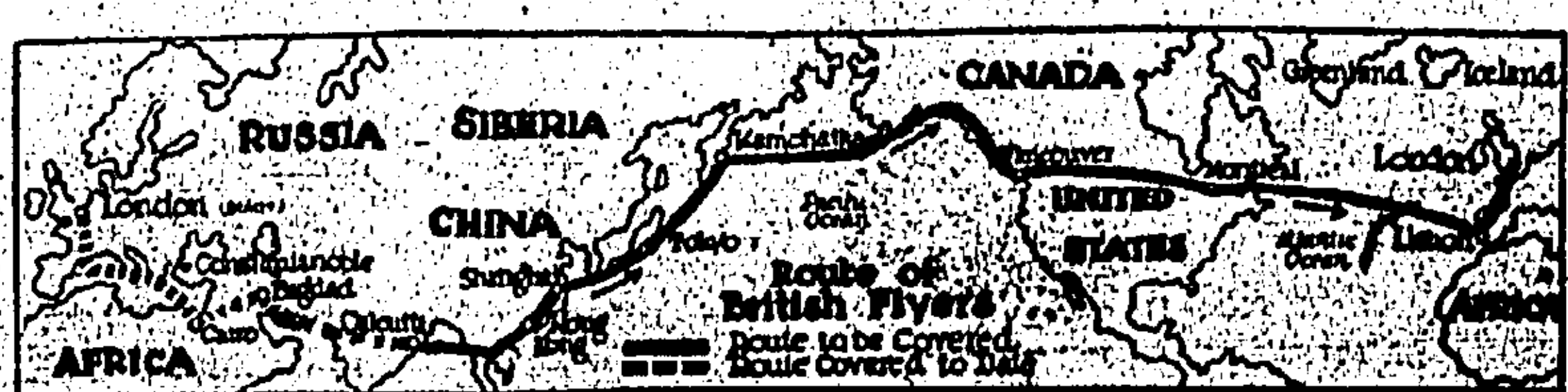
DOGS OF WHITE CITY.

There was a "record" entry at the Kensington Canine Society's Championship Show held at the White City. The exhibits numbered 4,824. On the whole they were excellent, especially the Alsatians, wire and smooth fox terriers, Pekingese, and gundogs; and competition was keen. Chow came up well, their quality being very good, and the same might also be said of griffins, greyhounds, old English sheepdogs, poodles, Solukis, Samoyedes, and spaniels.

TO-DAY.

Closing Exchange 2s. 4.7/16
Lighting-Up Time 6.57 p.m.

BRITISH WORLD FLIER ARRIVES AT CALCUTTA.



Latest news is to the effect that Major MacLaren, the British round-the-world flier, has reached Calcutta, having done the flight from Allahabad in six hours. He is likely to remain in Calcutta for a few days, and will then proceed to Bombay and other ports.

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EARLIER TELEGRAMS.

ANGLO-SOVIET NEGOTIATIONS.

London, May 16.
Official circles profess satisfaction at the progress of the Anglo-Soviet negotiations, and hopefulness of the successful outcome, notwithstanding a certain acerbity, which diplomatic correspondents state was apparent several times during yesterday's conference. A communiqué reveals a divergence of opinion on the subject of inter-governmental claims, which the British requested should be postponed on account of the technical difficulties in the assessment. The Soviet members, however, objected on the ground that the postponement would mean the shelving of the only claims they advanced, whereas Britain was only shelving part of her claims. The British members also formally proposed that compensation be paid to dispossessed British proprietors in Russia. The Soviet members promised to consider the proposal after pointing out the difficulties of evolving general formulae complicated by the difference between the British and Soviet social systems.—*Reuter.*

ROUND THE WORLD FLIGHT.

Calcutta, May 16.
Squadron Leader Maclaren has arrived here, his flight taking six hours.—*Reuter.*

Allahabad, May 16.
Squadron Leader Maclaren proposes to halt until Wednesday at Calcutta, where the Vulture will be overhauled and a new low compression engine fitted.—*Reuter.*

Maclaren left at daybreak for Calcutta. He was unable to start yesterday owing to sand and water, which had accumulated during storms, choking the jets.—*Reuter.*

Tokyo, May 16.
Reuters agent wires from Paramashiru on the 14th saying that hopes are entertained that the American flyer will jump off from Attu on Thursday as the weather is most ideal. The Destroyer Ford which returned on the 12th has wirelessed that the flyers are daily urging immediate flight, to which answer was received from Attu to the effect that the weather was still unfavourable.—*Reuter.*

HARNETT CASE TO BE RETRIED.

London, May 16.
The Court of Appeal has handed down judgment in the Harnett case, allowing Dr. Adams to appeal, entering judgment for him with costs, and ordering a new trial of the case. Dr. Bond, who was granted costs of appeal will abide by the result of the rehearing with certain limitations.—*Reuter.*

[The case at issue was that of a farmer named Harnett, who was awarded £25,000 damages against two Doctors, Dr. Bond, a commissioner in lunacy, and Dr. Adam, who has a home for mental cases. Harnett was detained in asylums for over eight years, but escaped in 1921, when specialists certified him to be sane. The jury found he was sane when detained in 1912, and reasonable care was not exercised. A stay of execution has been granted pending an appeal.]

WAR MATERIAL DISPOSITION.

London, May 16.
The British Government has declined the request of the Lithuanian Government and other Baltic interests to sell them surplus war material. The Cabinet is resolved not to sell such material to foreign countries.—*Reuter.*

DASTARDLY ATTEMPT. BIG JAPANESE FIRE.

DR. KOO'S LIFE IN
DANGER.

Peking, May 16.—A dastardly attempt has been made to assassinate Dr. Wellington Koo. A messenger left a box at Dr. Koo's residence yesterday evening, refusing to disclose the sender's name, but stating that the box contained articles for Dr. Koo's personal use. The messenger's demeanour aroused no suspicion but merely curiosity. Receiving the receipt the messenger hastily decamped. The box was not opened until three this afternoon. While it was being opened a bomb exploded inside dangerously injuring three servants. On giving instructions to open the box Dr. Koo remained in another room. No one entertained the slightest suspicion. No clue as to the perpetrator has yet been discovered.—*Reuter.*

NAVY MINISTER RESIGNS.

Tokyo, May 16.—Murakami, Minister of the Navy, has tendered his resignation on the grounds of ill health.—*Reuter.*

HACHINOHE HALF
DESTROYED.

Tokyo, May 16.—The principal streets of the town of Hachinohe, Aomori prefecture, were gutted by a three and a half hour fire early this morning. A thousand houses including many of the principal buildings of the town were burnt down. The casualties are unknown.—*Reuter.*

Later.—The fire which is attributable to a neglected "firebox" destroyed nearly half the town including all public buildings. Casualty details are at present unascertainable. Rescue work is being hastened.—*Reuter.*

BIG AUSTRALIAN FLIGHT.

The Australian Air Force is preparing a seaplane flight around Australia within the next six months with the object of making a reconnaissance of suitable seaplane bases and in order to obtain information regarding flying conditions all round the coast. The flight will be as long as the late Sir Ross Smith's total flight, since the coast perimeter of the Commonwealth measures 12,000 miles.



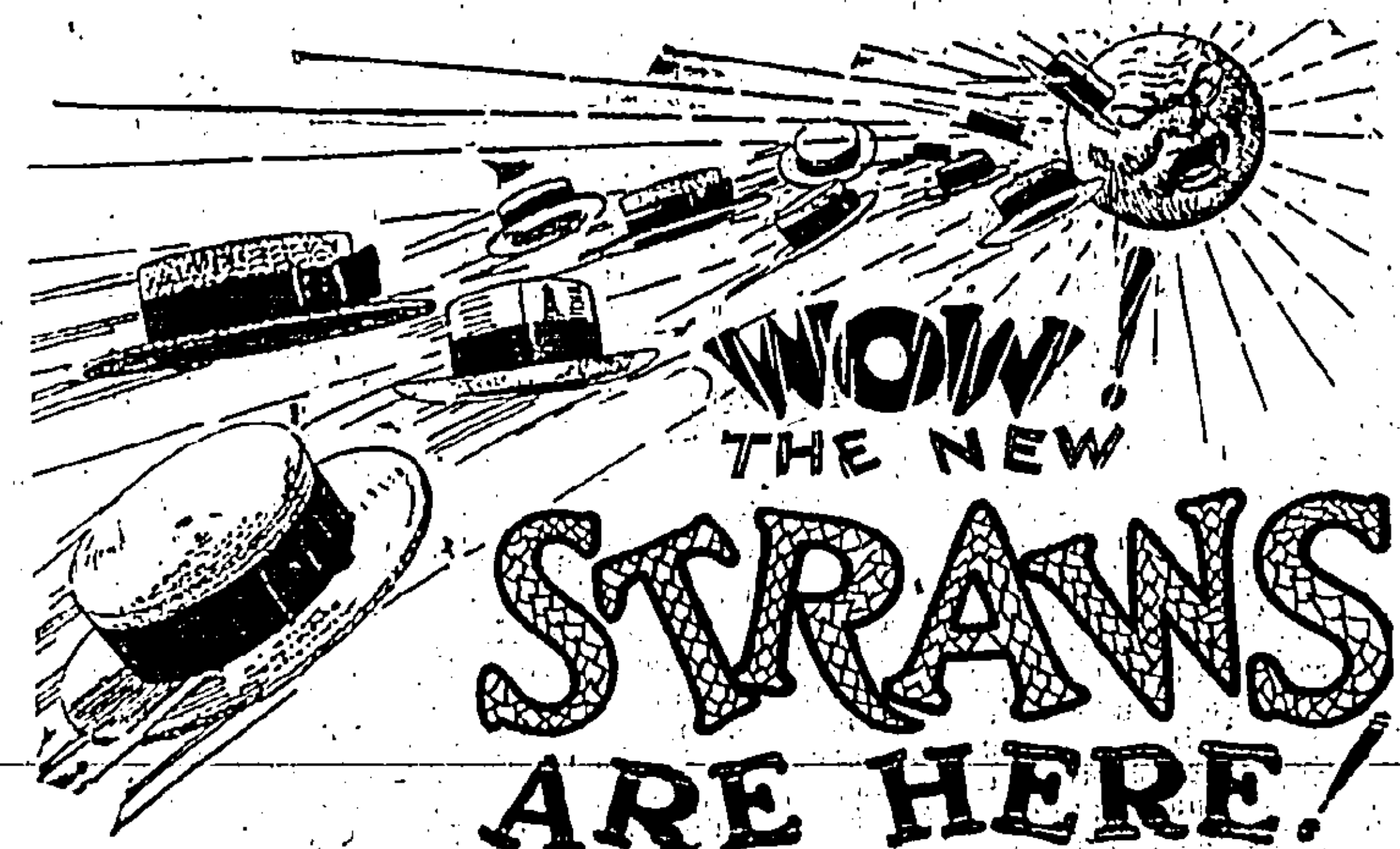
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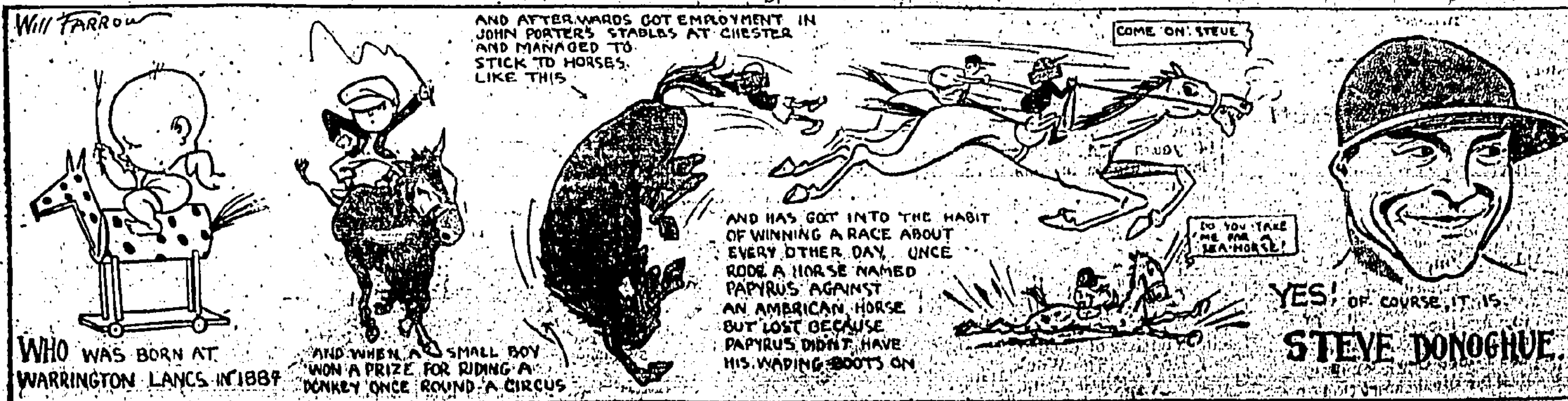
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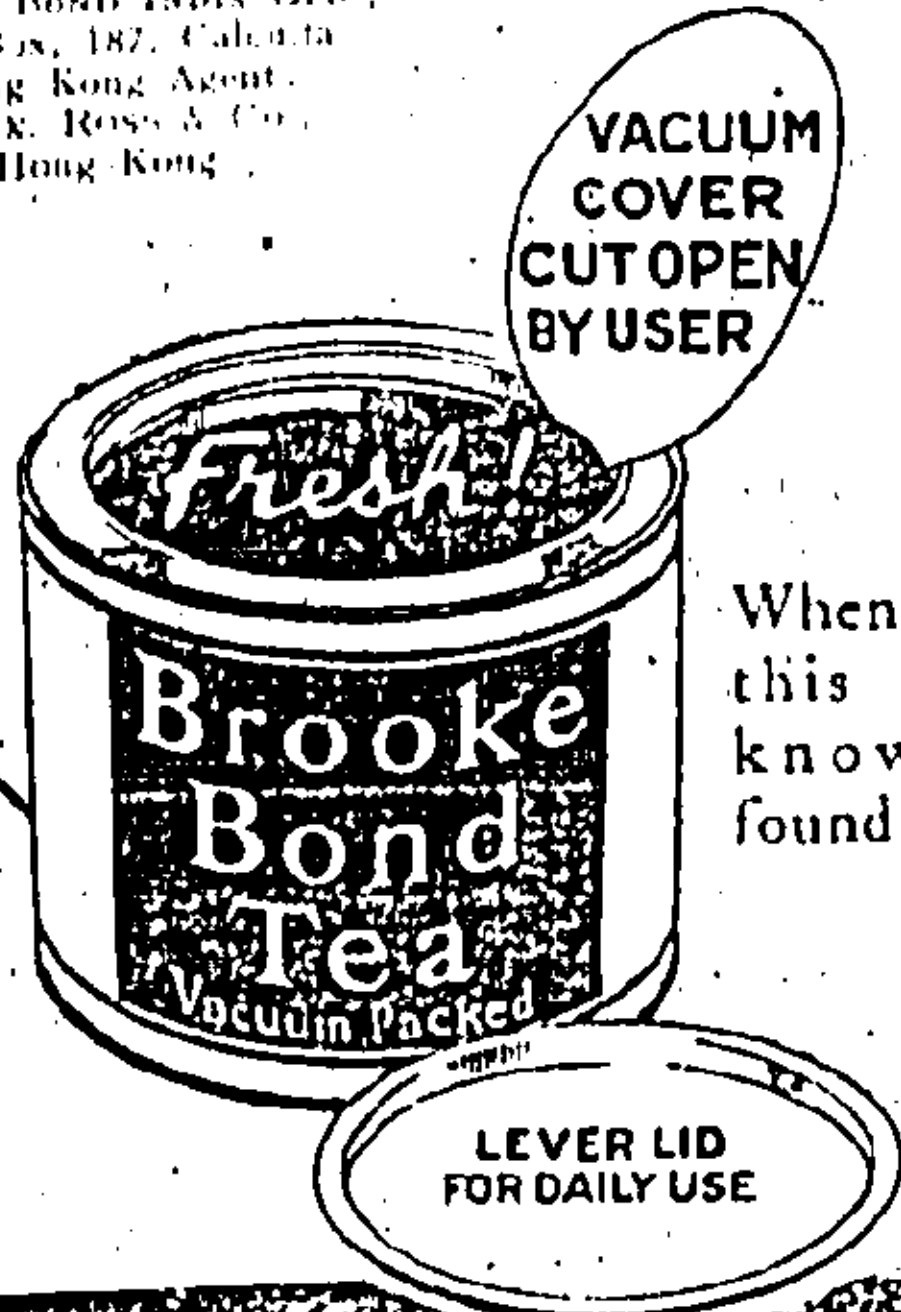
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FISHES' PARADISE.

Windows in Zoo Aquarium.

The public now may see in the Zoo an assemblage of fish in model haunts comparable with the scarcely creditable wonders of the aquarium at Honolulu or Florida, says a Home paper on the eve of the opening of this new Zoo feature. They will not see quite such a phantasmagoria of exuberant colour and shape as startles a visitor to the tropics. The riot there is such that it may upset the beliefs of the most deeply engorged Darwinian. There can scarcely be use in such rich divergence. The new London aquarium is less upsetting, but at least as valuable and pleasant. Fishermen and naturalists will exult in it. Every child who goes there will find thenceforth a new gusto in the seaside, will learn all about whales, eggs and dogfish egg cases and anemones (some only found on the shells inhabited by particular varieties of the hermit crab) of bullheads, blennies, tompots, starfish, crabs, oysters, dabs, and the rest.

The general onlooker will be not less pleased. Sole and plaice and dabs and flounder disappear from journeys in the pure sea water (all fetched from the Bay of Biscay) into delicious sand on a persuasive sea-floor. Coloured diaphanous tropical fish play hide-and-seek among living fans of coral. Perch and pike float in a sunlit river bed, and trout take oxygen baths in the continuous air bubbles of a chalk stream. You may even look up, as if you, too, were subaqueous, and note how the sea or pool or river-bed is, from the fish's angle, reflected against the surface film. The perfection of scenic mimicry is beyond praise. Nothing quite so good has been done before in England or anywhere else.

SALMON MYSTERY.

A student may spend weeks here with utter enjoyment, whether he has a particular or a general pursuit. One fresh-water tank contains a number of salmon parr, which will bide there till they turn to silver smolts, till they undergo that still mysterious sea-change and will be duly transferred to the other side of the long, semi-circular room where the seawater tanks are ranged. The salmon's life history will be visibly acted.

Some amazing special developments are illustrated. There are marsupial fish, fish that hold all their eggs in their mouth (one could see the bulging jaws) and later allow the fry to seek the same nursery. There are fish that walk on land, fish with lungs to defend them against a dry season. The strangest, perhaps, is a small Nile fish. The female leaps into the air in order to lay the eggs on a surface leaf, and the male lashes the neighbouring water with his tail to sprinkle them. There are Mexican axolotls, a larval creature that normally does not go beyond the larval state. Mr. Julian Huxley effects the metamorphosis, by doses of thyroid or pituitary gland. The Zoo ichthyologists have wrought a like miracle by compelling it to breathe air.

UNKNOWN FISH.

One fish is famous in the world. It was found in the gardens at Hongkong after the burst of some water pipes. It was given to the Zoo, and was held to be an ordinary salamander. But it grew and grew, and has now proved itself a new species hitherto unknown to science.

These are but a few random examples of the particular denizens of the aquarium; and other aquariums have as many curiosities. But none has a group so well selected, or so pleasingly, so artistically, shown. Daylight, caught and cunningly reflected, illuminates the glass-sided tanks on the one side, and artificial light the small tanks on the other; and wherever you are in the long arc you feel altogether transported from the external world, as if you had been given a dreamlike visit to another world. It is hard to believe that so pleasant a place to be in is found behind those folding doors—such clear, bubbling water, with silver bubbles, such glistening rocks and golden sand, such floating miracles in so pellucid a light. Honolulu has come to London, and gained in the transference.

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FOOD V. FLOWERS.

The Dead—East And West.

Dr. C. T. Wang gave a talk at the North China Union Language School Peking, recently, choosing as his subject, "Some Aspects of Chinese Life." Among other interpretations of customs which the stranger finds in China, Dr. Wang said he thought that the country has had such a long history because of its system of the family unit. Such a life breeds tolerance among the people.

Commenting on the apparent differences in the way of doing things in China and the West, the speaker referred to the Chinese way of showing reverence to their dead by placing food in front of the grave or the family altar. This has its counterpart in the western habit of bringing flowers to the grave of the dead. In neither case is it supposed that the dead eat the food or smell the flowers, but it is merely an outlet of expression for the feelings of the heart.—Chung Mei.

A NATURE NOTE.

Can Fireflies Flash in Unison?

Reports of the singing of fireflies, in perfect accord, have often led to considerable discussion; and the difficulty of accounting for any such phenomenon has led some scientific men to doubt its existence. A conspicuous instance is related by Garth Wells in Asia (New York) in an article about his experiences on the Malay Peninsula. He writes:

"One evening I saw a demonstration of insect organization which I believe it is impossible to explain. It was a beautiful night. The air was full of extraordinary fireflies. About every fifteen minutes these flies separated into two armies, one settling on the trees growing on the left bank of the river and the other on the right. Then, when I had decided that the fireflies had gone to bed for the night, the whole army on the left bank gave one big flash in perfect unison, which was immediately answered by another big flash from the right. How these flies managed to keep time absolutely beats me, but they did so; though there must have been thousands of them stretching along the river banks for a hundred yards or more. The illumination was so strong that the branches of the trees could be seen quite distinctly."

TO-DAY'S MISCELLANY.

Owing to the lack of funds twenty "Eastern" propaganda centres in Baku, Transcaucasia, Transcaucasia, Turkey and Persia have been compelled to close. It is also stated that recently Chicherin, instructed by the Soviet official representatives in Eastern countries to dissociate themselves entirely from all agents and centres of the Third International in the countries to which they are accredited, and to "follow a policy of peace and friendship in the East in accordance with the promises made by the Soviet Government to abstain from Communist propaganda."

Premph, the last King of Ashanti, who has been exiled to the Seychelles since 1895, is to return to his own country. "Subject to certain reasonable conditions," says Mr. J. H. Thomas, M.P., the Colonial Secretary, "I have approved his return at an early date as a private person, and not as king." Chosen King after a civil war in 1886, Premph's election was favoured by the British, and he ruled prosperously for several years. About 1895, however, he began to ignore the terms of the treaty with Britain, and after vain negotiations, a war began which ended in his seizure and dethronement.

Mr. Sydney Fawns, author of "Tin Deposits of the World," says in the *Cornish Post* that, taking all the factors into account, and the varying costs of production all over the world, £250 to £280 per ton is a reasonable and natural price of tin. The mine or alluvial deposit which could pay at £70 or £80 a ton is a rarity; and costs of production—labour, materials etc.—have greatly increased in the last decade. If tin went to £350 there would be mining activity everywhere, all tending to add something to the total supply. In the East many thousands of Chinamen are working in companies, but in small parties of fossil-keepers, will then scrape a ton of tin from here and half a ton from there, and the aggregate from this amount of human effort would certainly run to some thousands of tons per annum. The immediate outlook should be good enough for all sound tin mining enterprises.

The art of mixing poison was widespread in olden times and fear of one's enemies was just as general, comments an exchange in France it was the custom, for instance, on entertaining an honoured guest, to taste all dishes before they offered to the visitor. To eat of a dish before the host had taken of it, passed as a mark of the highest confidence. When Henry IV. paid a visit to his aunt and was offered confectionery, he took a sweetmeat without requiring her to eat first; and for this mark of trust she remembered him gratefully for ever. Anything might be poisoned; not only the food itself, but any article might contain the fatal substance. A specially refined means of furthering one's enemy to the hereafter was the use of poisoned rings. Some of these instruments are still extant and may be studied in the Cluny Museum in Paris. They are of the usual form; but have a globular stone, which is hollowed out and may be opened. The opening looks like a little mouth, and is set with a number of small, fine teeth, which were saturated with poison. This "death-ring" was used as follows:—One called on the enemy who was to be murdered, and shook hands in a friendly manner. The stone of the ring opened and the poisonous teeth pressed into the opponent's flesh. The poison was generally so strong as to cause death. The rings in the Paris museum are nearly all Italian of the Renaissance period, when the art of poisoning was at its height. The custom of wearing poisoned rings continued till the Revolution, when the philosopher Condorcet is supposed to have killed himself by means of the poison he had carried in a ring on his finger.

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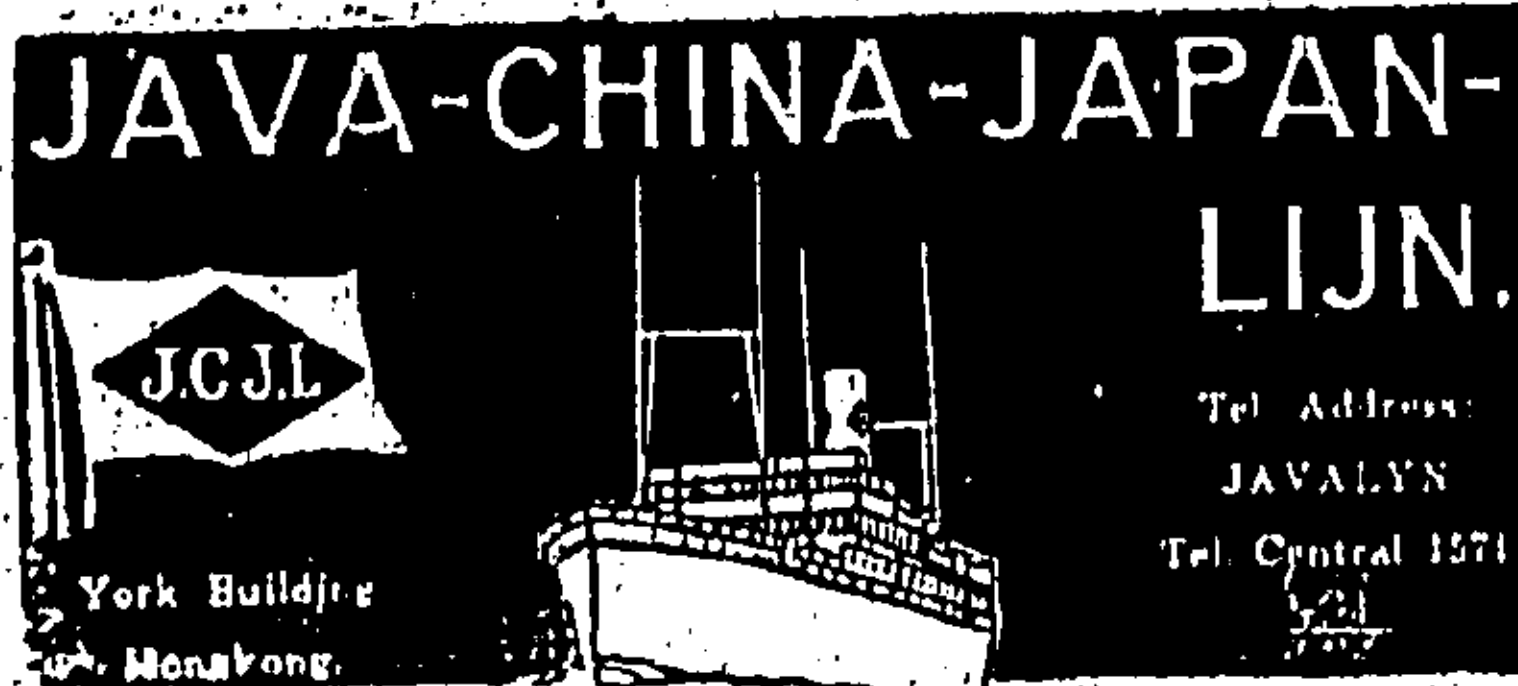
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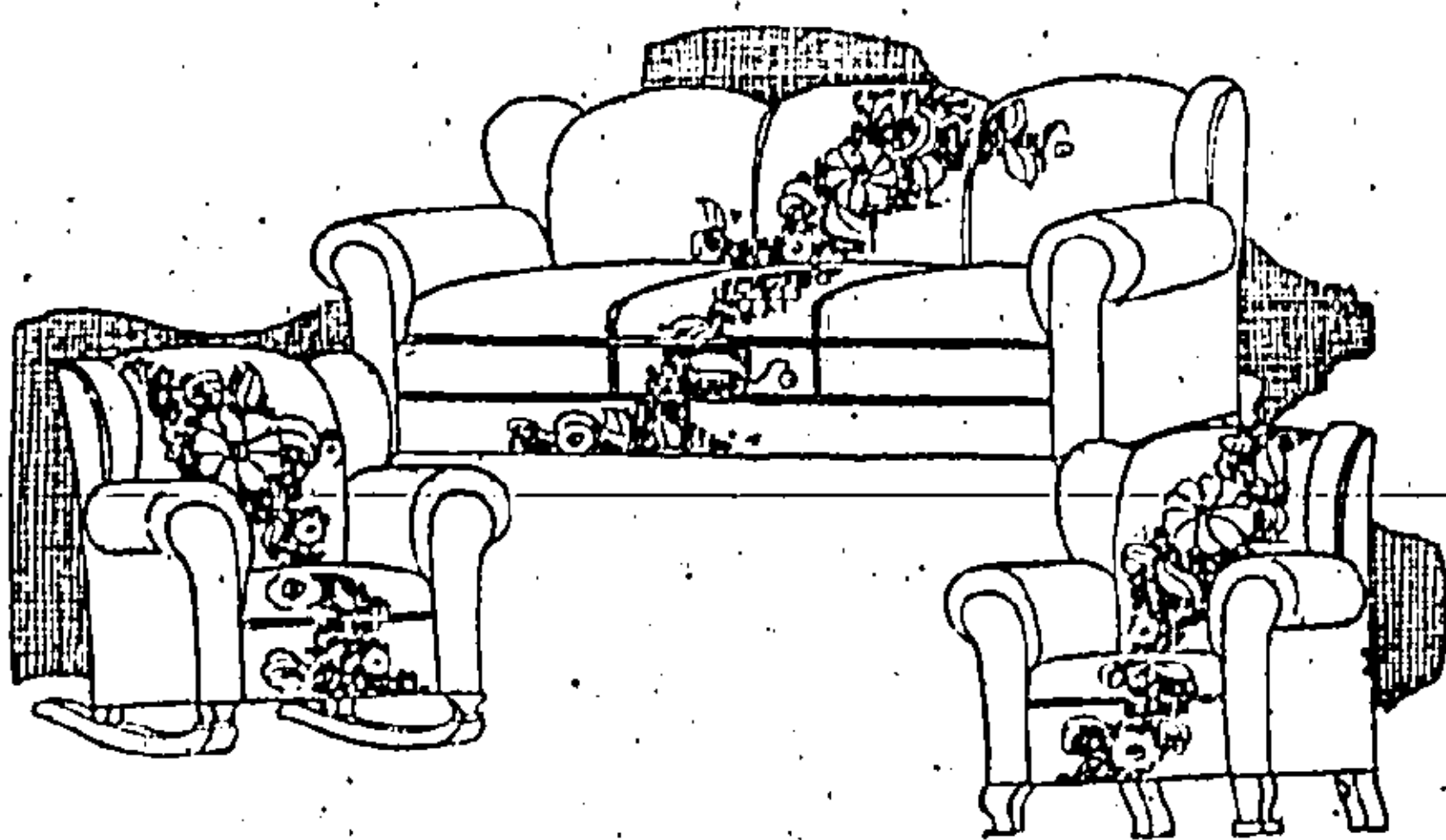
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JAPAN AND SOUTH AMERICA

Will That Door Be Closed?

Osaka, Japan, May 3.—Fears
that American influence may
close to Japanese emigrants the
doors of South America, at pre-
sent offering the most hopeful
outlet for Japan's surplus popu-
lation, are expressed in an
editorial appearing in the *Osaka
Asahi*, which has the largest
circulation in Japan. The
editorial dealt at length with
Japan's problems of population,
food supply and emigration.

"We cannot be sure that we
shall be permitted to send
emigrants even to Brazil and
Peru without molestation,"
says the *Asahi*, after de-
tailing the restrictions im-
posed on Japanese migration by
the United States and the British
Empire.

"Japan's population is increas-
ing at the rate of 600,000 a year.
If no outlet for this increase can
be found, her future is a gloomy
one. There are now 36,000
Japanese in Brazil and 18,000 in
Peru, and there appears to be
room for many more. But the
migration to South America is
even such limited numbers is
now the subject of discussion in
a certain foreign country. It
appears likely that the influence
of the Pan-American creed may
be extended to block us in South
America."

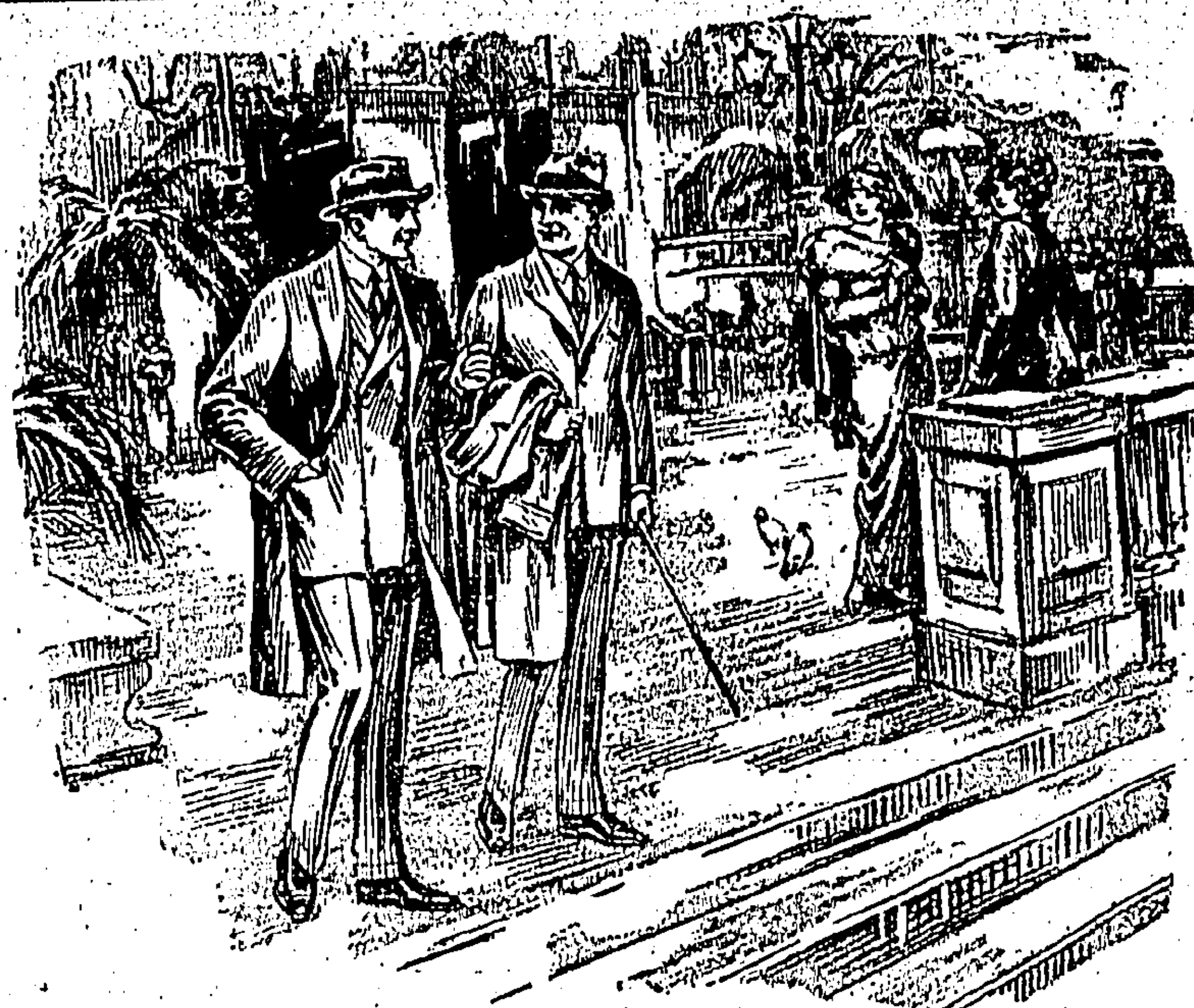
PEER'S "REVELATIONS."

Conjurer by Profession.

Lord Knutsford enlivened the
discussion on the Performing
Animals Bill in the House of
Lords with some of his own ex-
periences. He was in favour of
the second reading of the measure
because he did not like to see
animals in unnatural surround-
ings performing tricks; but he
did not think much cruelty was
practised in training animals for
these performances. They were
too prone to exhibit fear. Lord
Knutsford continued:—

"I have had some experience in
training animals, and am a con-
jurer by profession. I can assure
Lord Raglan that, as regards the
goldfish, when I am performing
and produce them from behind my
coat, I am the performer, and not
the goldfish. It is the same with
the rabbit. When I produce a
rabbit from this pocket (indicating
the tail of his coat), the rabbit
is not performing, but I
am. I have a dog who is
very fond of water. If
there is anything splashing in
the water he will go after it.
For that reason, when I go fish-
ing, I do not take a net or gaff,
because the dog will land the fish
for me. Another dog of mine
likes carrying things, and he
always likes to have them taken
from him. If I were to give him
a note to be delivered to the Lord
Chancellor, he would do it,
because he knows the Lord Chan-
cellor would take the note from
him. Again, I have a dog who
will not eat cake unless you call
it a "Banbury cake. But
there is cruelty in isolated
cases, and those responsible
ought to be registered. I know a
ruffian who has trained his dog,
and whenever he shouts "Knuts-
ford" it sits up and bays. I think
that man is perpetrating a crime
and should be registered."

Lord Knutsford's allusion was
to the successful appeals he has
made as chairman of the London
Hospital. The Bill received a
second reading, only three
members voting against it.



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DEATH.

PEARSON.—On May 12, at
the General Hospital, Shanghai,
Eulalia Collaco Pearson, aged 68
years.

The Telegraph.

HONGKONG, 17th May, 1924.

WEATHER WARNINGS.

It would appear as if at long last there are good reasons for hoping that there will be a full interchange of weather reports during the typhoon season between the various Observatories in the Far East. According to the correspondence just released by the Hongkong Chamber of Commerce, the Director of the Siccawei Observatory has expressed his willingness to co-operate in the exchange of storm warnings, and, inasmuch as Hongkong already exchanges with Manila and the various shipping companies with wireless-equipped vessels are to join in the movement, there should during the coming typhoon season be no grounds for complaint on the score of information.

This matter of speedy circulation of storm warnings from various centres is of extreme importance to all shipping interests in the Far East. Unhappily, in the past there has been all too little co-operation, and shipping people have had very just cause for complaint. Our own Government does not appear to have been particularly sympathetic in considering and acting upon the Chamber's many representations on the subject and we note with some surprise that a period of exactly six months elapsed before the authorities replied to the Chamber's communication of September last. However, in the meantime the promised co-operation of Siccawei has been secured, and we are hoping that material benefits will accrue therefrom.

Master of vessels are naturally anxious to secure the latest and most detailed information on weather conditions before leaving port during the typhoon season. Hence the suggestions put forward by the Chamber for improving the existing arrangements in this regard. Apparently, in Shanghai the Observatory officials send a man to some central position during typhoon weather, where he can be consulted by mariners. The proposal is made that here in Hongkong we should adopt a like procedure, (the official to be either at the Harbour Office or

Post Office. We cannot see that there would be much utility in this step unless the Observatory man were in constant and close touch with his headquarters, but this might possibly be arranged, in which event we can quite understand that a personal conversation with master mariners might be of considerable value. The Director of the Observatory is seemingly opposed to this suggestion, but, all the same, we trust that its feasibility will be given due weight by the authorities. In matters such as these, it is impossible to possess too much information. If we are going to err at all, then let us err on the side of safety.

Britain and the Soviet.

The news from London concerning the Anglo-Soviet conference is not at all encouraging. As most observers have predicted, there has been a marked tendency on the part of the Russian delegates to obtain concessions at every turn, some of them of a nature which it is impossible the British Government could agree to. Possibly these requests are nothing more than a form of mild bluff, but all the same they create an atmosphere of dissatisfaction, and one is constantly aware of instances when Soviet delegates have thrown up their work at a conference directly some concession was not forthcoming. We think the authorities at Moscow realise by now that this is practically their last chance of coming to an agreement with Britain, and are not likely to do anything rash, but there is an unhealthy sense of inincerity pervading the whole discussion. Two of the Soviet leaders have stated publicly during the past few days sentiments which are not in accord with the policy of a constitutional Government like that of Britain. One has regretted the "lost opportunity" of promoting a Communist revolt in Germany, and the other now refers to what he considers the disproportionate influence of private enterprise in Russian trade. It is extremely doubtful whether any arrangement between the Soviet and the British Government will do much to promote the trade of Britain with Russia; and it is becoming increasingly unlikely that the two countries can maintain amicable relations with one another in the future, owing to the impossibility of trusting the Bolshevik Government to keep its word on the vital matter of intrigue and propaganda. On the whole, therefore, we hardly think the recognition of Russia and subsequent negotiations are going to have even half the good results that fervent advocates of this recognition expected. It is possible, in fact, that the overtures to the Soviet at this stage of their unrepentance will prove to have been a serious mistake.

Wages and Costs.

It is very disappointing to read of the continuous efforts by workers at home to obtain increased wages. One cannot believe that they are finding the cost of living a big burden at this late stage, for there has been no rise in the index figure for many months, apart from the slight fluctuations induced by the change of season. The general tendency during the past year has been for the cost of living to fall appreciably, and there have been no great cuts in wages, whilst in some cases labour has retained the higher scale that followed the war. Only one explanation suggests itself for the present agitation in the ranks of the workers—they hope to obtain special consideration while a Socialist element is administering the Government of the country. But in the end, if the Government gives way too much to the demands of labour, in the matter of housing, wages, and so forth, it will run the risk of defeating its avowed object of reducing the general cost of living of the whole nation. Obviously, greater wages bills mean higher prices, whether for products like coal or for manufactures of any description. Where coal is used in manufacturing, a double increase in expenses becomes involved. Eventually, unless the middle classes are to be made the chief sacrifice, or employers are to be forced to restrict their profits to a miserable minimum, foreign goods—especially in the absence of protective tariffs—will seriously menace all British industries. In the case of the building-trade demands for higher wages, we

DAY BY DAY.

SILENCE IS ONE OF THE HARDEST KINDS OF ARGUMENT TO REFUTE.—H. W. Shaw.

The name of Mr. Siu Ho-ming has been added to the list of authorized architects.

Tenders are being invited for the preparation of site and erection of a motor garage adjoining the Government Offices, Albert Road.

Playing in the billiards handicap at the Palace Hotel last night, Mr. F. E. Silva (-190) beat Mr. R. P. Gardener (-100) by 250-113.

The name of Dr. T. Aragaki, 151, Wanchai Road (Bachelor of Medicine of the University of Nagasaki) has been added to the list of medical practitioners.

Amongst the passengers who returned to the Colony by the President McKinley were Mr. F. M. Ellis, Mr. Fred Ellis, and Mr. and Mrs. F. P. de V. Soares.

A Chinese cripple, who, despite his crutches, attempted to board the already moving ferry at 9.5 this morning, fell into the water. Coolies managed to pull him on board.

The Rev. V. H. Copley Moyle and the Rev. C. B. Shann have been appointed trustees under the German Missions Ordinance during the absence from the Colony of the Bishop of Victoria and Archbishop Barnett.

During the absence of Major General Sir John Fowler, K.C.M.G., C.B., D.S.O., on duty in North China, the Command of the Troops in South China, devolves on Lieut.-Colonel F. S. Montague-Bates, C.B., C.M.G., D.S.O.

His Excellency the Governor has appointed, provisionally and subject to His Majesty's pleasure, the Hon. Mr. Montague Ede to be an Unofficial Member of the Executive Council during the absence from the Colony of the Hon. Mr. A. G. Stephen.

Local boxing enthusiasts will be interested to learn that Able Seaman Chadwick, who was the feather-weight champion of the Colony, has, since returning to England, won the feather-weight championship of the Royal Navy and Marines at Portsmouth.

According to a telephone message received by the Headquarters of Allied Armies from Shoklung, the North Gate of Wai-chow city was partly destroyed with bombs and field guns. A large number of soldiers in the city were killed.—Canton Gazette.

Marshal Tuan Chi-jui, who is in Tientsin, is sending another representative to Canton to discuss with the authorities here regarding the latest developments in the Yang-tze Valley provinces, says the Canton Gazette. Some time ago, Mr. Chok Tung-fong was sent by the Marshal to Canton to work but plans with Dr. Sun regarding the sending of Expeditionary forces against the North.

A new regulation under the Hongkong Police Force Ordinance reads as follows: "No pension shall be granted to any officer who has not completed 15 years' service and attained the age of forty-five years, without a certificate from the Captain Superintendent of Police and from the Principal Civil Medical Officer that such officer is incapable by reason of some infirmity of mind or body of discharging his duties."

are told that there will be subsequent reductions "for every drop of eleven points in the cost of living index figure"—a contingency that is being made more remote every time some union decides to go on strike. Truly the cynic has much to interest him these days.

Bulls and Inners

From the Office Butts.

There is no truth in the story that the skeleton found this week in the compound at the Central Police Station was that of a former newspaper reporter.

And, whilst we are about it, let us also deny the report that the officers of the Traffic Department are so busy taking salutes that they are at present unable to attend to any further applicants for learners' licences.

Let's hope that Dr. Sun won't be tickled to death by the reports appearing in some of the Hongkong papers.

Because it is ready is surely the last reason for publishing an obituary notice.

Judging from the milk advertisements, Hongkong babies should do well at Wembley.

Now that these Yaumati robbers are operating through the day, it may be said that they're working over-time.

Japanese cabinets are going cheap these days.

We wish the Government would publish an official list of parking places for coolies.

As every mother considers her own best, these Wembley prizes won't nearly go round.

The Government in giving notice to radio fans that in future, in the case of private individuals, due precautions are to be taken to prevent the omission of self-generated oscillations. Tough luck on some of our public speakers.

And perhaps the reason why we haven't had a meeting of the Board of Education recently!

Motor Hint: Wear a topcoat instead of a cap; it'll protect your ears as you go through the windscreen.

It's easy to talk yourself hoarse. All you have to do is to explain why you know Dr. Sun is dead.

We saw a man yesterday walking through the streets minus his jacket. Yes; he was a Chewingum.

A murdered missionary isn't even sure of a memorial.

The Inspector who fooled a ricksha coolie into nearly stealing his watch must have been a good actor.

It's a pity the coolie didn't Cotton on to the game.

When bankrupts take to living in hotels, they must feel at home.

If some of these opium smugglers would only pay their fines, Kowloon might live tax-free.

Ilwah Jah know about this training ship?

French elections, like their fashions, are very upsetting.

Now that Peak ladies have to pay the same train fares as men, we presume they'll turn the tables on the ill-mannered jesters of the other sex.

It's a sure sign of summer when you wonder whether you've heard a saw-mill or a mosquito.

Judging from the amount of promiscuous motor-riding just now, the thing that stands out is that it pays to pick friends who are morally solvent.

Ritual dances are respectable, the other kind being reserved for the unrighteous.

The price of oil varies. Given no accidents, it is comparatively cheap.

It now only remains for China to turn aside from the tranquil paths of rebellion and plunge into the vortex of a national election.

Whether Germany has it or not, the trouble is to get it.

What about further extending the seamanlike appearance of these Peak Tram coolies by fitting them out with jumpers and bell-bottomed trousers?

It isn't always easy to tell the exact time the sun sets, as those conflicting reports from Canton clearly show.

In a local auction announcement we noticed "One full-sized billiard table by Burroughs, Welcomes & Co." Sport in tabloid form?

While we do not feel disposed to encourage tabloid sport, we think a great boon would be conferred if some of the stories we hear could be put up in this agreeable form. They are decidedly difficult to swallow in their rough state.

There is no truth in the story that one of our local preachers has gone over to the Rationalists.

A performer at the Star Theatre has been showing us thirty-six ways of playing a violin. Our next-door neighbour is still struggling with one.

It must be a trifle awkward for Dr. Sun to wake up in the morning and not know whether he's really dead or alive.

The Peak Tramway Company's method of inviting May Road residents to travel home per non-stop car via the top-side station at a slightly additional, but nevertheless compulsory cost, does not seem to have raised a chorus of approval.

The danger of reducing these Peak Tram fares is that there's such a terrible risk of "those common Kowloon folk" trekking to the heights.

We're wondering what they'll do in Washington when they've run out of officials to be investigated.

It's hard lines on the talpan of the Peak Tramway Co. to have had his fare raised by seven dollars a quarter during his absence from the Colony.

The missionary who asks in the Daily Press "Would anybody on the Peak, Hongkong, freely spare for some weeks one or two furnished rooms with cooking possibility?" forgot to state that consideration would be given to applicants possessing a Rolls-Royce.

Applicants not able to provide the "cooking possibility" should submit specimen menus.

To aspire to a great height is one thing, but to perspire to a cumshtaw height is just about the dizzy limit.

Who says Home Rule for May Road?

A most important discovery has been made this week. In a search for one of the lost tribes of Israel a local investigator has found the Peakites.

Now, won't Kowloon be mad?

May Road folk now interpret P. T. C. as "Passengers' Temper Choleric."

The best way to discourage mosquitoes is not to put grease on your face at night.

Carrying matches must be bad form, for no-one seems to do it.

A good way to train the memory is to learn the new names for soft drinks.

Germany seems almost as well off as China for political parties.

Home hint: Egg stains may be removed by scraping the back of the hand across the chin.

Even a May Road worm will turn.

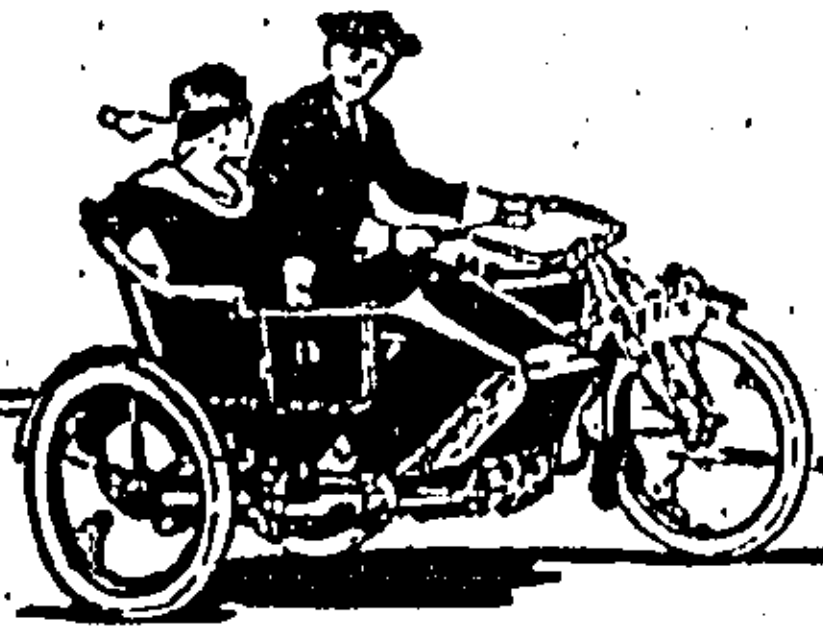
Health note: Stopping to tie your shoe lace in the middle of the street is considered injurious.

By starting now, and studying three hours every night, you may be able to decide what to buy your friends for Christmas.

The worst of the tree of knowledge is that there are so many branches.

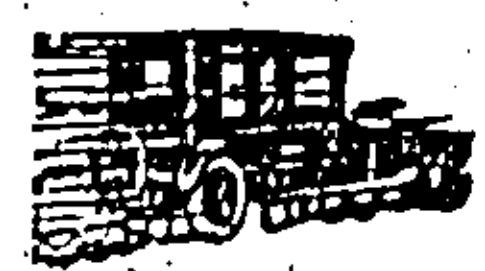
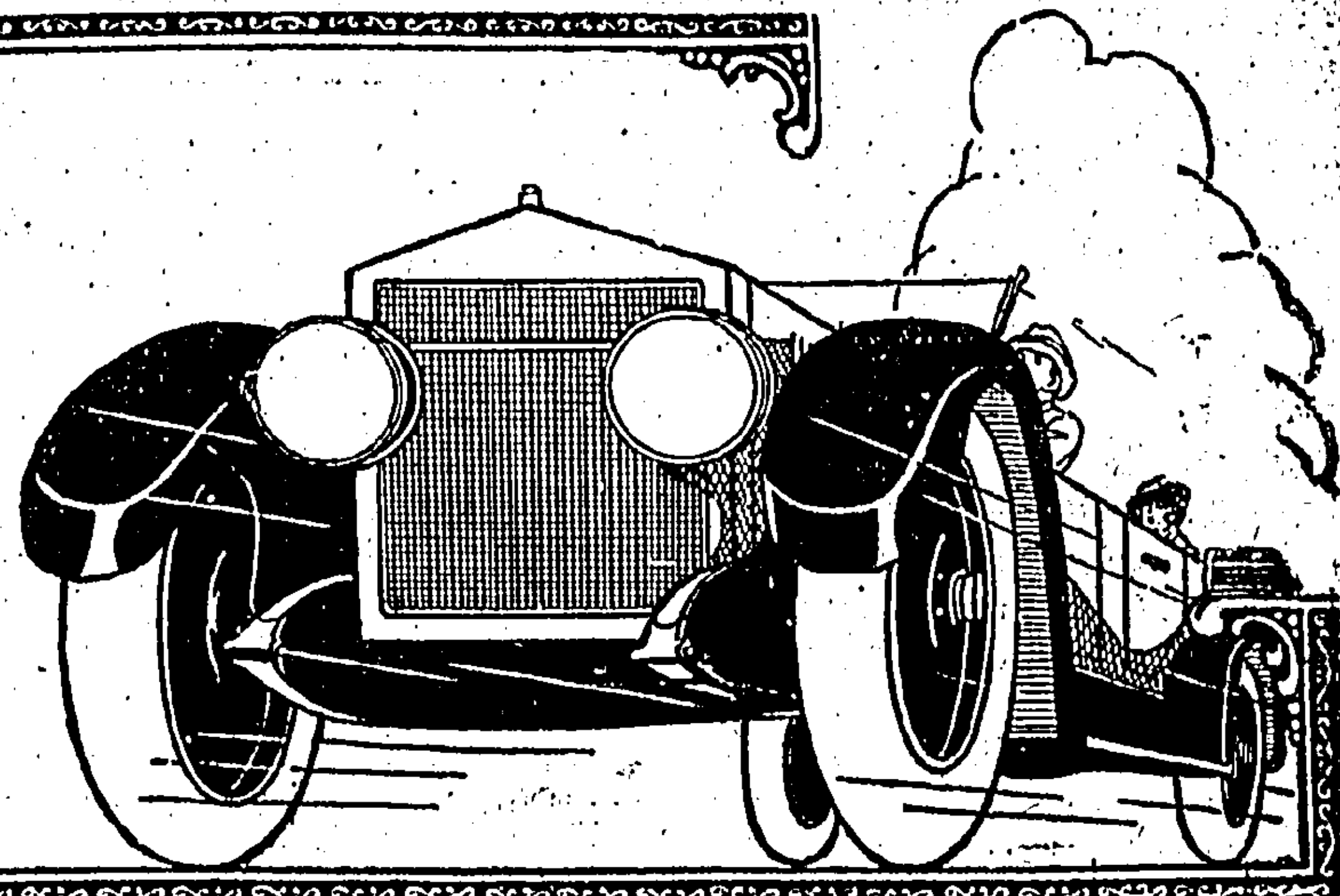
Isn't it about time we heard of a monument to the unknown Chinese soldier?

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH.
SATURDAY, the 17th. May, 1924

(Being the Official Organ of the Hongkong Automobile Association).



LOCAL MOTOR NOTES & NEWS

The past week has been an extremely interesting one for local motorists. First and foremost there has been the discussion regarding the restrictions in issuing learners' licences, this question having been raised by what appeared in this column last week. The police authorities have since given figures showing how great a number of learners' licences has been issued since the beginning of the year—figures which would be impressive were it also known how many of such licences are still in force to-day. It must be safe to assume that out of the 900 odd licences issued only a comparatively small proportion of holders are actually learning to drive. It is misleading to think that over 800 men are to-day possessed of the facilities to learn. The truth of the matter is that a great many Chinese have taken out learners' licences and have never used them, which makes us think that it would be no harm to issue learners' licences to all applicants because only those possessing learning facilities, i.e., the use of a car in which to learn, would be able to be on the roads at any one time. There is only a limited number of motor vehicles in the Colony free to be used for learning purposes and to refuse a learner's licence to any applicant might result in depriving the very man who is fortunate enough to have learning facilities. We are convinced that the Traffic Department is seeking to act in the very best interests of motoring but in this case caution has, perhaps, been allowed to outweigh other and more desirable considerations.

Whilst on the subject of the Traffic Department, a word of appreciation is due to its officers for the great amount of work they quietly perform on behalf of motorists. It is easy to criticise but even when bona fide criticism is called for, one should not forget that motoring in this Colony owes a great deal to the Department in charge of it. An enormous amount of routine work is done daily and that work is over growing, whilst motorists know of the courtesy with which the Department is ready to listen to complaints or suggestions. It would be a pity, if because of public discussion, the Department ever had the impression that motorists were unmindful of what they owe.

Regarding the proposed new motor registration fees, published in the *Hongkong Telegraph* on Monday, there appears to be very general satisfaction at the discrimination proposed to be made in favour of vehicles fitted with pneumatic tyres. That heavy vehicles with solid tyres should bear a more proportionate cost of road up-keep than now is freely admitted and welcomed. The suggested scale for private cars seems reasonable enough, but an anomaly has been pointed out in the case of motor cycles fitted with sidecars, inasmuch as it was proposed that they should pay \$24 per annum as against \$16 by a light car. We understand that a suggestion has been put forward that cycles with sidecars should be asked to pay \$16—which is only \$4 more than solo motor cycles, and if that suggestion is adopted we think that owners of sidecars would have little cause for complaint. The

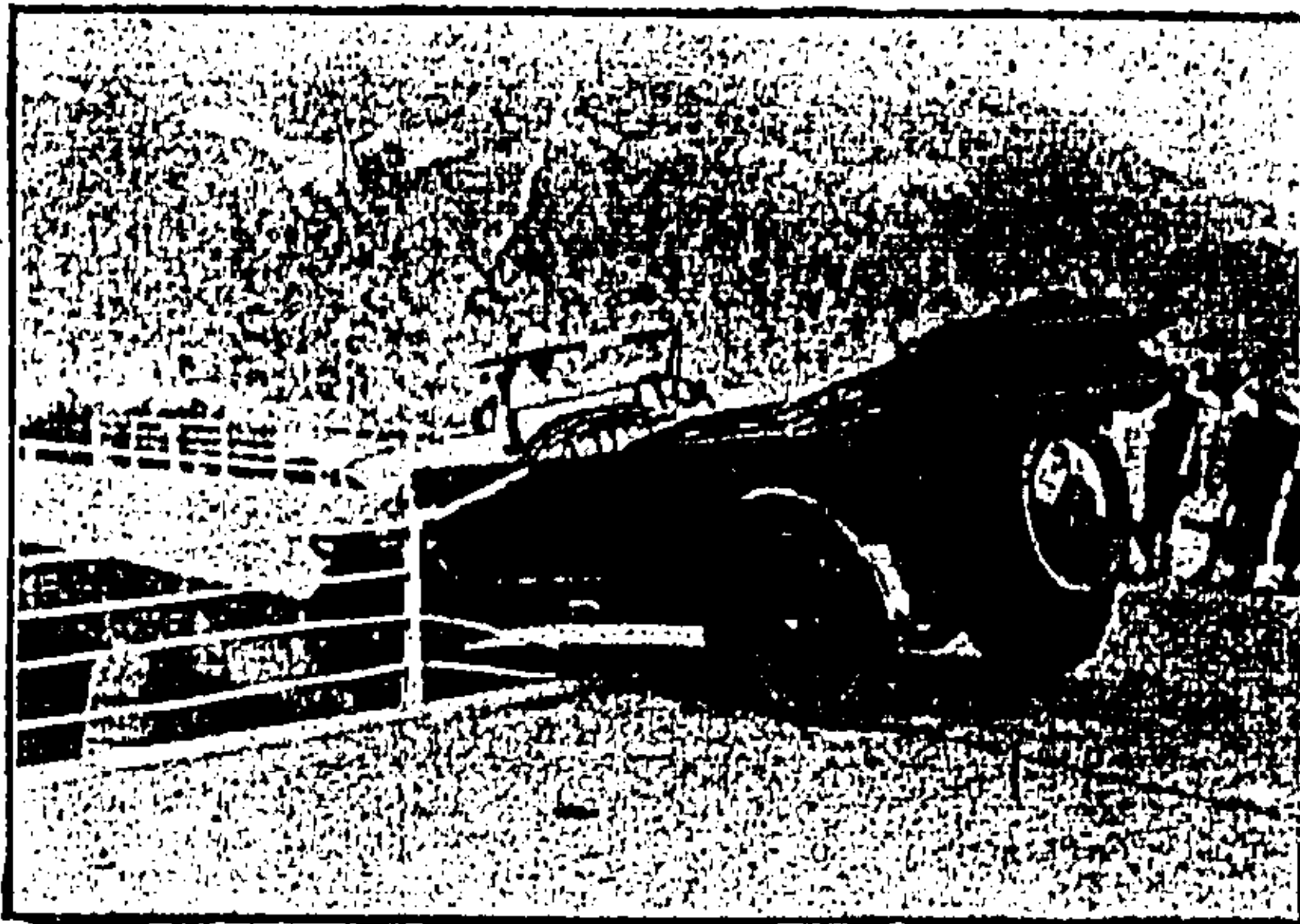
publication of this complete new Regulations, of which the new registration fees are only a part, is being eagerly looked forward to. They have yet to be submitted to the Governor-in-Council for approval, but it is hoped that they will be passed in time to permit of the proposed registration fees, due to be renewed in June, coming into force at once.

We are in receipt of information from a correspondent at Pakhoi, to the effect that the motor road between Pakhoi and Limchow City, mentioned a short time ago, has now been completed, and that passenger traffic between the two places commenced on the 7th. of May. Our correspondent adds:—"Four motor vehicles of a well known make have arrived from Hongkong, and others are to follow. Should the pioneers of this undertaking, which is a purely native concern, manage it rightly, there is a bright future for road motor vehicles in this part of the country. The surrounding country for over fifty miles inland is almost perfectly flat. All inland waterways are too shallow for boat traffic, except for boats of the very smallest type. The competition this new motor vehicle traffic will encounter is the slow-moving chair, wheelbarrow, bullock waggon, and small boat. The advertised fares on the cars are not higher than manpower charges. Any kind of motor vehicle will not suit this traffic, owing to the construction of the roads. A special light passenger bus is what is wanted, and these are of the type that have been imported. The Chinese are looking forward to extend these operations far into the interior, in various directions, but these developments will depend on the prosperity and management of the present undertaking."

News, such as the above, inevitably leads one to think of the time when China's roads will be such as to open up the country to automobile transport, and it takes but very little imagination to picture the tremendous business that would be open in this part of the world to manufacturers of motor cars. As yet, the importation of cars into China is but a tithe of what it will one day be, but how long that day is distant is a problem in forecasting we would rather not attempt. If a motor road can be built from Pakhoi to Limchow there is not the slightest reason why one could not be built from Hongkong to Canton, provided the neighbouring province were peacefully governed and the freedom of the road assured. It is lack of that assurance that is hindering China's road development as a whole and there will be needed the exercise of much patience before the day comes when communications in China are in any way comparable to those of civilised countries.

Our attention has been drawn during the past week to the fact that lorries, using Stubbs' Road to the Peak, are often overcrowded with workmen riding as passengers, who not only sit on whatever cargo the truck is carrying at the time but who crowd into the driver's seat. Our informant states that he has seen as many as four and five workmen sitting up along side the driver, giving the latter much too little

LAST SUNDAY'S ACCIDENT.



This picture shows how one of the new Buicks, being driven round the island last Sunday afternoon, came to grief at Deep Water Bay bridge. The front of car is seen hanging over a 15 ft. drop.

A PERILOUS TRIP.



Two Harley-Davidson enthusiasts ride their machine and side car right up to the brink of Kilauea, the world-famous volcano of Hawaii.

room in which to operate the car. It has been suggested that when the new regulations are being issued, as they will be next month, owners must specify the number of seats alongside the driver and that it be made an offence for any driver to allow more than the proper number of people to sit beside him. In some such way a very real danger would be overcome.

It is pleasing to notice that good progress is being made with the work of improving the surface of main roads in the Colony, especially in the case of the Pokfulam Road and Stubbs Road. In the latter case the speed with which the work is being carried out is particularly gratifying, having regard to the lengthy period during which the road has been in other than in first class condition. Between the sports field of the Hongkong University and the Dairy Farm, on the Pokfulam Road, a good deal of work has been done during the past few weeks and there is now a good road all the way to Repulse Bay.

WHAT CARS SHOULD DO.

Going on a basis of horse-power it has been found that an average open touring car should give under average touring conditions on fair roads the following petrol consumptions:—

7 h.p. car should do 50	m.p.g.
10 h.p. " " "	38-40 m.p.g.
12 h.p. " " "	35
15 h.p. " " "	25-28 m.p.g.
20 h.p. " " "	20-22 m.p.g.
30 h.p. " " "	17-19 m.p.g.
40 h.p. " " "	15-16 m.p.g.

These figures are taken as a general average over a large number of different types and makes of cars. Much of course depends on the individual car, the skill of the driver, the condition of the engine and transmission units, and similar factors, but on the average the above will be found not far removed from what a car should do. Generally speaking an increase of about 15 per cent. would result if the car had to do a fair amount of town work, and about a 10 per cent. increase if it had a closed body.

ABOUT SKIDDING.

INTERESTING DISCUSSION OF SOME FACTS.

We have received from the Standard Oil Company an extremely interesting article, prepared by the Company's Road Materials Laboratory, discussing the causes of skidding and how it may be prevented. The article is too lengthy for us to reproduce in one issue. The first part will be found below, next Saturday's Motoring Supplement containing the remaining portion.

The sensation experienced by the occupants of a skidding automobile is so unusual and the results of a skid are very often so spectacular, that the impression prevails in some quarters that skidding is the cause of a great number of automobile accidents. As a matter of fact, a careful tabulation of the causes of automobile accidents in various localities in California shows that a very small number, about 2.5 per cent during 1922, were due to skidding. Statistics compiled by the National Bureau of Casualty and Surety Underwriters of New York show about 3.4 per cent. of accidents due to skidding, and an analysis of auto accidents in Iowa during 1922 made by the Highway Commission shows that 3.9 per cent. of the accidents were due to skidding.

Skidding occurs when an automobile loses its grip upon the surface with which its wheels are in contact. This grip is obtained by the friction between the tyre of the automobile and the road surface, or between the tyre and any coating which may be on the road surface.

The study of the causes of skidding is essentially a study of forces. The force which tends to cause an auto wheel to slide along a road surface is opposed by the force of friction between the tyre and the surface. As long as the sliding force does not exceed this frictional force, the wheel will not slide. As soon as the sliding force becomes greater than the force of friction, however, the wheel will slide and we have the effect of skidding. If the surface on which the wheel moves is a clean section of highway, then the frictional force opposing skidding is the friction between tyre and pavement, but if the surface is a highway section on which some force is the material such as dirt, oil or grease is present, then the frictional force is the friction between the tyre and the thin layer of foreign material on the pavement.

It follows therefore that in order to prevent skidding, we must regulate these two forces so that the force which tends to cause skidding never exceeds the force of friction between the tyre and pavement. This can be accomplished practically in two general ways,—first, by using cars in driving and various mechanical appliances, thus reducing to a minimum the force which tends to cause sliding, and, second,—by providing tyres and pavements which show a high coefficient of friction between their surfaces of contact.

In this connection it is interesting to consider the origin of the force which tends to cause skidding. Power is applied to the wheels of a machine through the drive shaft and the axle. This power tends to cause the wheels to revolve and move the car forward. In stopping the car, the power is shut off and the brakes are applied. The brakes are applied in order to dissipate the energy of motion which the car has gained while moving. This is accomplished by the kinetic friction between the brake drum

and brake band. If the car has attained a high speed and the brakes are applied so hard that the wheels lock, the energy of motion can no longer be dissipated through the kinetic friction between the brake band and the drum. At this point we have the force which tends to cause sliding present in large amount and the energy of motion will have to be dissipated by the friction between tyre and pavement as the car slides. It appears therefore that the ability of a car's brakes to dissipate the energy of motion through kinetic friction between brake band and drum, has a very important relation to skidding.

Recent developments in automotive practice indicate that this particular point has been given very careful consideration. A number of the new models of cars have been equipped with brakes on all four wheels, instead of brakes on the two rear wheels only. It is very evident that energy of motion can be dissipated twice as rapidly as with brakes on two wheels, if the same pressure is applied in both cases. It follows that with this increased ability to dissipate the energy of motion through kinetic friction the danger of skidding is correspondingly reduced.

Practical demonstrations of the following nature have been made:—

A section of street was made slippery by application of some foreign substance, and a car equipped with four wheel brakes was driven toward this section at a speed of about 30 miles per hour. When the car reached the slippery street the gears were thrown out and the brakes applied. The car stopped within a short distance with no appreciable sideways motion and with no sliding of the wheels.

The brakes on the front wheels were then disconnected and the car was again driven toward the slippery street at the same speed as before. The gears were thrown out and the brakes applied as in the preceding case. The car skidded completely around in the street before stopping.

It seems reasonable, therefore, to say that when this type of equipment comes into widespread use the danger of skidding will be reduced many fold, and the number of accidents due to skidding will be even smaller than during the past.

This same question has been approached from a different angle by the automobile manufacturers who equip his cars with the balloon tyres.

The balloon tyre has a great enlarged diameter and is designed and constructed so as to have great strength under low inflation.

The balloon tyres have more surface in contact with the road than the ordinary tyre, and they are inflated to very low pressures. This increased area of contact gives more traction, consequently reduces the danger of skidding. Almost every driver is familiar with the expedient of partially deflating his tyres in order to give increased traction before climbing a steep grade or in traversing sandy roads. This same idea is put into practice in balloon tyres, as careful experiments made by automobile manufacturers indicate that the balloon tyre is of great value in the prevention of skidding.

Another refinement in automobile design which tends to reduce the danger of skidding is the attention paid to the balancing of the weight of the car so as to prevent the building up of complicated forces under driving conditions. There has been noticeable improvement in the feature of automobile construction in the past and the careful attention given to the design of autos today indicates that further improvements in stability with increased resistance to skidding will be achieved in the future.

A careful consideration of the foregoing facts shows that recent improvements in automobile design and construction have reduced the danger of skidding many fold, and as these features are improved and refined in future years, the danger will undoubtedly be even more greatly reduced.



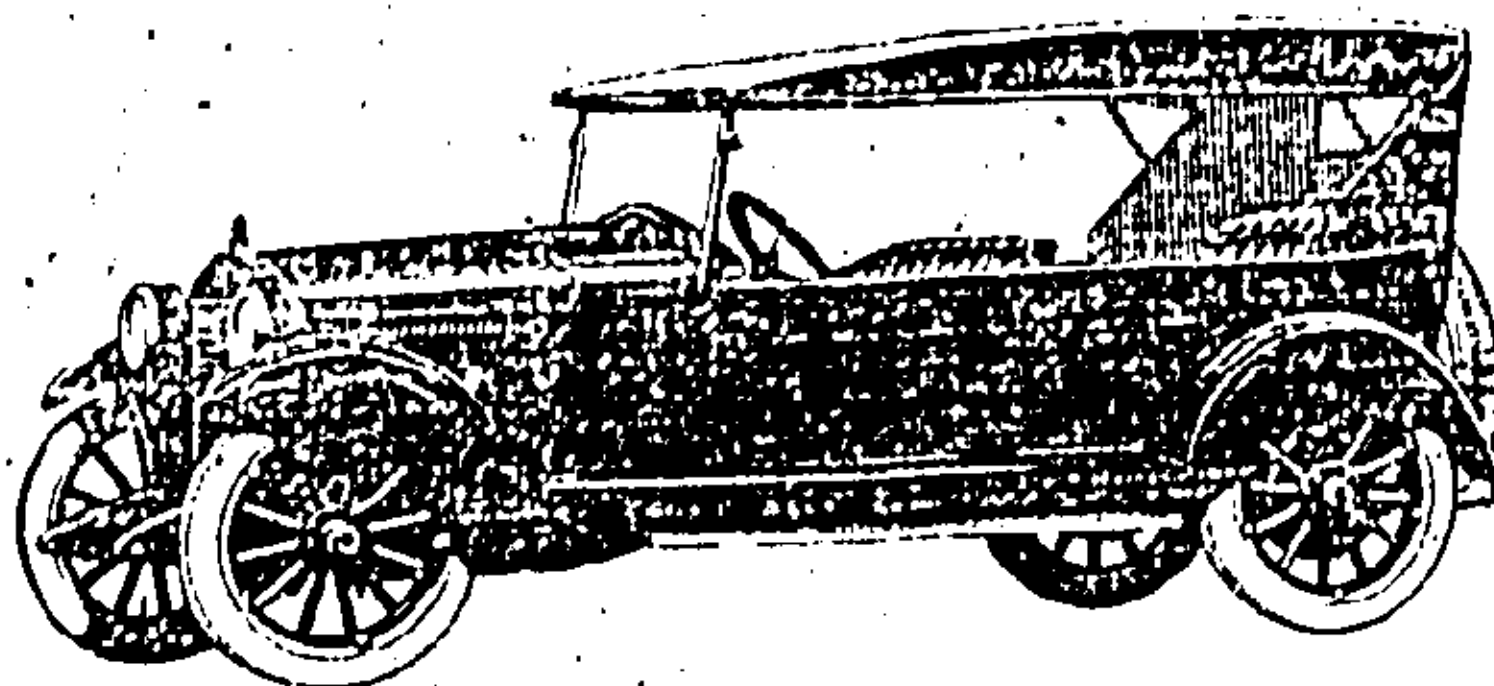
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Is being used exclusively
by Lieut. D'Oisy on his
flight to the Far East.
Also exclusively used on
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The New ESSEX

5-passenger Essex Touring complete with Disc Wheels, Cowl Lamps, Five Cord Tyres, and Nickel Trimmings. \$2,375



Old Time Essex Performance WITH Hudson Smoothness

The new Essex Six, built by Hudson under Hudson patents, duplicates former Essex performance from one to fifty miles an hour.

It has Hudson smoothness and reliability. It possesses the qualities for which 135,000 owners of the Essex four are so enthusiastic. Hudson type clutch, transmission and axles are used in the new Essex.

Motor starts promptly — steering is like guiding a bicycle, little attention is required to lubricate or keep car in top condition.

Economy in fuel, oil and tyres is greater. A new policy of minimum fixed prices for replacement parts guarantees lowest maintenance cost.

For the family desiring a reliable, smart car of satisfactory performance at low cost, that gives unusual gasoline, oil and tyre mileage and requires little mechanical attention, the new Essex Six provides "Ideal Transportation."

You won't be disappointed if you buy an Essex.

A Six Built by Hudson Under Hudson Patents

THE DRAGON MOTOR CAR CO., LTD.



Latest Models on View at our Show Room and Service Station. Come and see them.



Wong Nei Chung Road, Happy Valley.

Telephone Central 3950.

Buick's Twentieth and Greatest Year

It is now twenty years since Buick first began to manufacture and sell Buick motor cars.

Significant of Buick's achievements and position in the industry throughout these two decades are Buick's accomplishments in this, its twentieth year of existence.

During 1923 Buick built its MILLIONTH car.

During these same twelve months Buick broke all production records for cars of its class.

In August, 1923, after long and intensive research, Buick provided the public with the proved Buick four-wheel brakes—just as more than twenty years ago Buick added to motor car utility and efficiency by

reducing the valve-in-head engine. And, for the sixth consecutive year, Buick occupies first place at the National Automobile Shows—a position awarded upon volume of business.

Noteworthy as is this record of past achievement, it assumes added meaning as a substantial promise of an even more successful future. For, from the rich background of experience—with all of its unequalled manufacturing facilities—and inspired by a deep sense of personal obligation to Buick friends, owners and the general public—Buick will seek ever to maintain on an even higher level its position as the Standard of Comparison.

SOLE AGENTS

THE HONGKONG & KOWLOON TAXICAB CO., LTD.

Telephone No. 1036

OVER 150,000 FORD EMPLOYEES.

EMPLOYMENT AT ITS HIGHEST POINT.

Detroit, March 1—Employment in the Ford Motor Company's organization, it was announced yesterday, is now at the highest point in its history. The total number of employees in all of the

Ford plants in the United States is approximately 157,000.

The largest number in any single manufacturing unit, is at the Highland Park plant at Detroit, where 69,500 men are at work.

Other manufacturing units, including the Lincoln car plants at Detroit, and the plants at Kenosha, N. J.; Hamilton, Ohio; Green Island, N. Y.; Glassboro, Pa.; and Foughkeppie, N. Y.; employ close to 11,000 men.

More than 4,000 men at work on the company's timber and iron ore properties in the upper peninsula of Michigan. Ford coal mines in Kentucky and West Virginia are giving employment to more than 3,500 men and the Detroit, Toledo & Ironton, the Ford railroad, employs in excess of 2,500 men.

In addition there are about 700 employees in the Henry Ford hospital at Detroit and more than 700 in the Henry Ford Trade School at Highland Park.

THE ROAD TERROR.

BY BERTON BRALEY.

When your engine's humming sweetly and the road is smooth as glass,

And you're naturally tempted to be stepping on the gas, And you "let her out a little"—up to forty-five or so, Just to test the motor's action when you really let her go, Then—you hear a sudden racket and a "pop! pop! pop! pop! pop!" And you've gotta slow to twenty—it's the Motorcycle Cop!

I suppose his wife may love him, and perhaps his children do, And I'm able to imagine that he has a friend or two, But I'll bet he keeps it secret—what his job is—if he can, And they think he's just a stick-up or a second-story man, For his family's affection would be sure to take a drop If they knew he made his living as a Motorcycle Cop!

What's the use of making engines with unmitigated power, Which will shoot along the highway at some eighty miles an hour,

If this bird upon his cycle spoils your pleasure as you drive, Swooping on you with a summons when you better thirty-five? Is there any sound more vicious than that "pop! pop! pop! pop! pop!" As you hear the motorcycle of the Motorcycle Cop?

That's about enough of jostling; for the fact is, as a rule, That the only man he's after is the drunkard or the fool, If your pace is sane and steady, if you drive with sense and skill,

He won't bother much about you as you whiz by vale and hill; It's the wild and reckless monstrosity that his out to trail and stop, And the decent driver's grateful to the Motorcycle Cop!

NEW ANTI-KNOCK FUEL TESTED.

Detroit, Mich., March 30.—Another fuel is expected soon on the market to compete with the ethyl gas now being sold at filling stations in various parts of this country.

It is the gas derived from the hydrogenation process perfected by Dr. A. F. Ramago, by which low grade fuel oils may be converted into motor spirit.

Similar claims are made for this fuel as are made for the ethyl gas—prevention of carbonization and knocking in the engine.

But producers of the new fuel experimental engines with 155 pounds per square inch compression, twice as high as those in popular use, have been built and are already being tried out in this city with the Ramago gas as fuel.

Already, the experimenters report no knock under this high compression, and at the same time higher power and far better pickup with this fuel.

High compression engines, manufactured for dirigible use, and formerly using alcohol as fuel, are being tested with the Ramago fuel. Alcohol is said to lack the required heat value, to be expensive and have the fault of absorbing moisture. The new fuel has met these objections satisfactorily, and has also greatly increased the range of the engines on given fuel supply and raised their efficiency at high altitudes.

Plans are already under way for extensive marketing of the new fuel. Toledo, O., and Detroit are to be the pioneer markets.

MOTOR ROADS FOR ITALY.

A correspondent of *Modern Transport* furnishes some details of roads to be devoted exclusively to motor traffic now being constructed in Italy. Starting in the outskirts of Milan, one road will run direct to Sesto Calende, a distance of 30 miles, and here it will join the arterial road of the Simplon. At Lainate a branch will be run to Como, 14 miles away, and at some later date it is possible that from Como this road will be carried forward to Chiasso, at the Swiss frontier, and so become a part of an international highway. Another branch from the main route will strike out at Gallarate for Varese, having a length of 11 miles.

The scheme provides that roads of this kind shall run as far as possible parallel to existing main roads. They are to skirt all centres of population so as to permit high speeds without risk to life, but they will run as near as practicable to large industrial centres. The trunk road is 46ft. wide, with a 33ft. carriage-way, and the branch roads are 36ft. wide, with a 27ft. carriage-way. Bends are reduced to a minimum, no gradient, of which there are few, exceeds one in 33 1-3, and level crossings are being avoided. The estimated cost is £600,000—about £10,900 per mile—and the Government has guaranteed a sum not exceeding £15,000 a year. Tolls are to be levied on the vehicles using the road, and on the basis suggested it is claimed that a lorry loaded with goods and passengers will save in running expenses 14s. to 25s. on a 60-miles journey, whilst a 10-15 h.p. car will save 6s. on a similar journey.

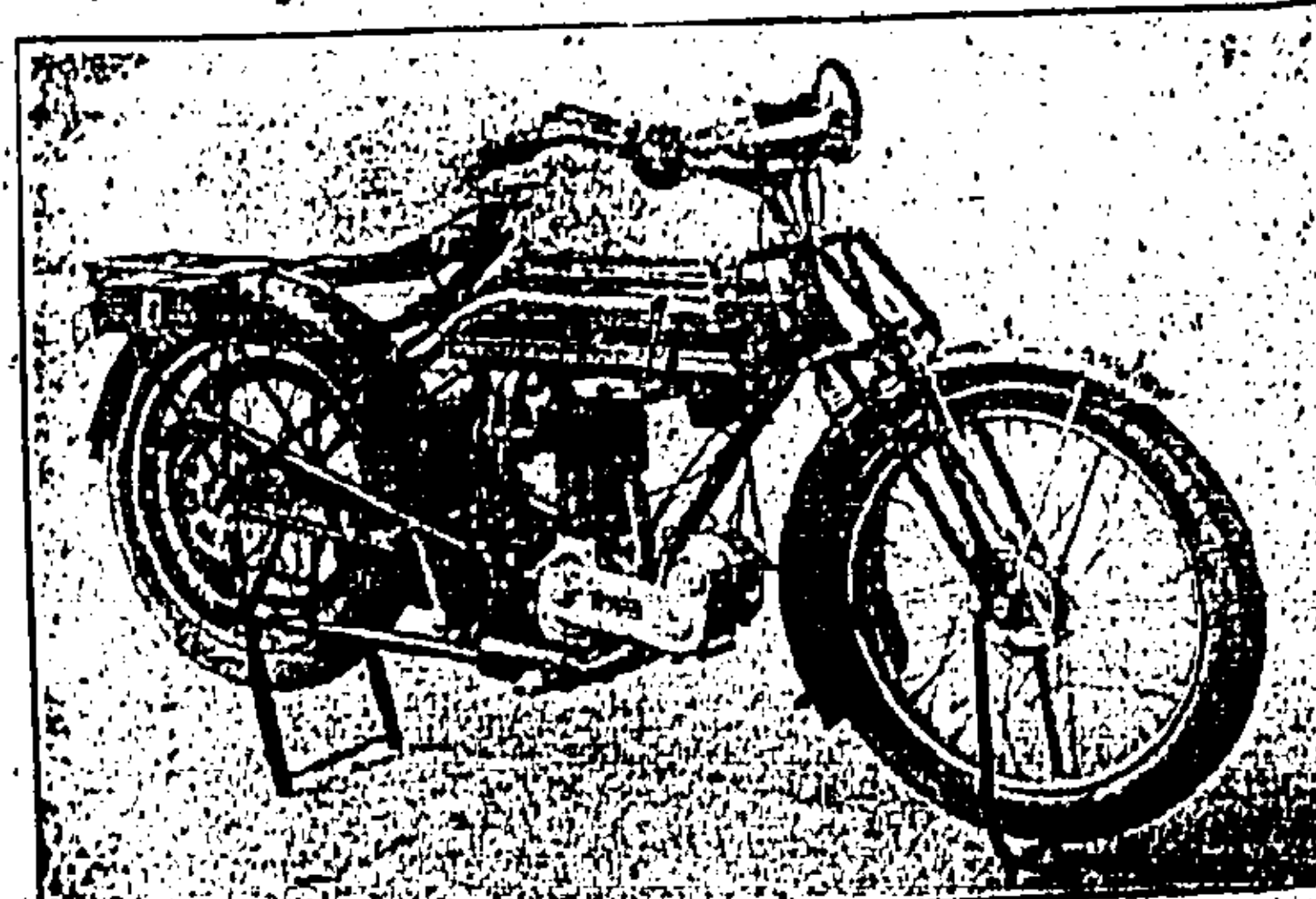
TRIUMPH

The tremendously increased demand for Triumph Motor Cycles is striking evidence of their vast and ever increasing popularity:—

- * 51 h.p. Model S.D. Dynamo\$800.00
- 4.99 h.p. Model R. O.H.V. Dynamo.....\$830.00
- 2 1/2 h.p. Model L.S. Dynamo\$675.00
- 2 1/2 h.p. " L.W. "\$535.00

Triumph models are equipped with Lucas Dynamo Lighting Sets.

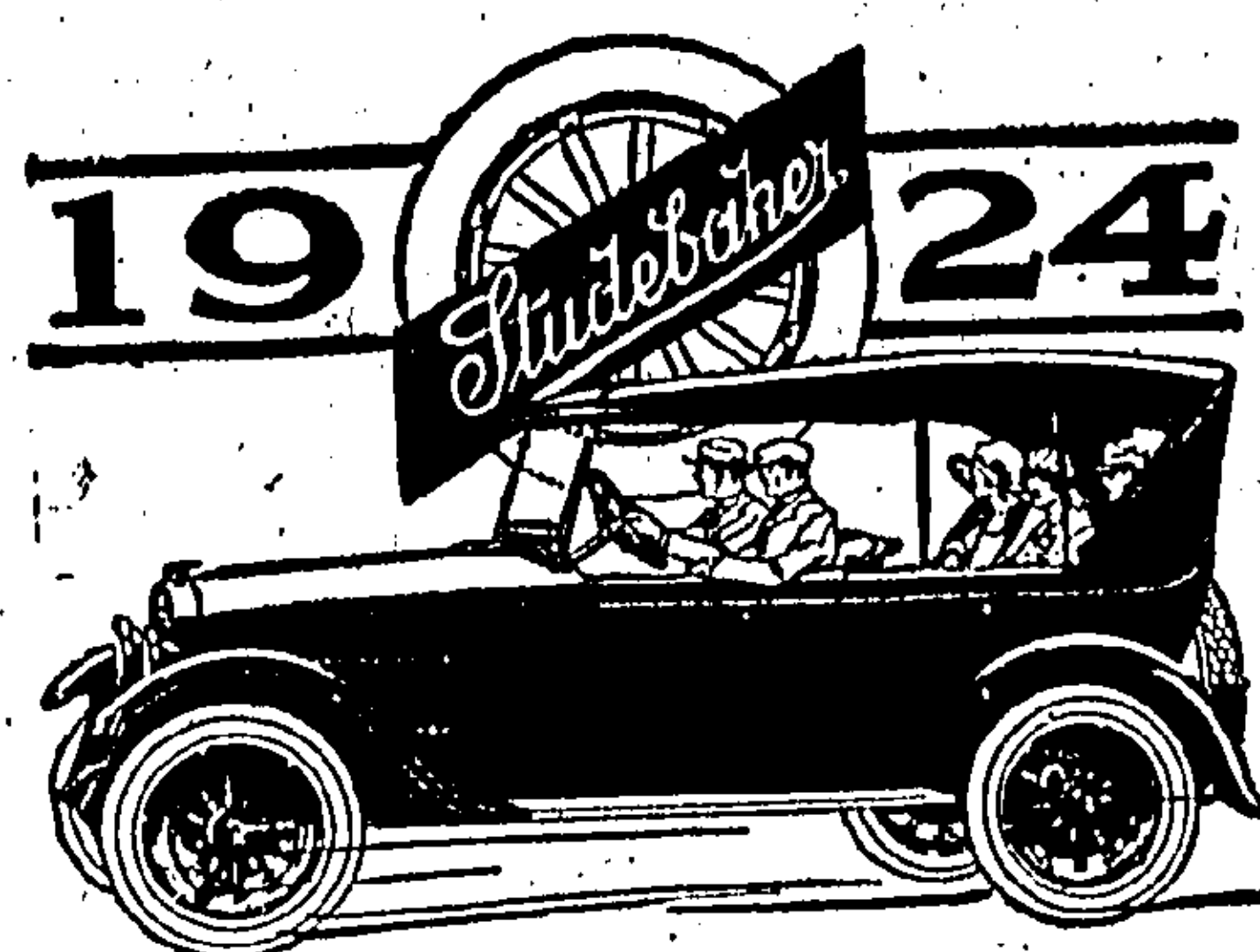
* Delivery from Stock.



Sole Agents

Alex. Ross & Co., (China) Ltd.

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LIGHT SIX FIVE-PASSENGER TOURING CAR

Price \$2,700

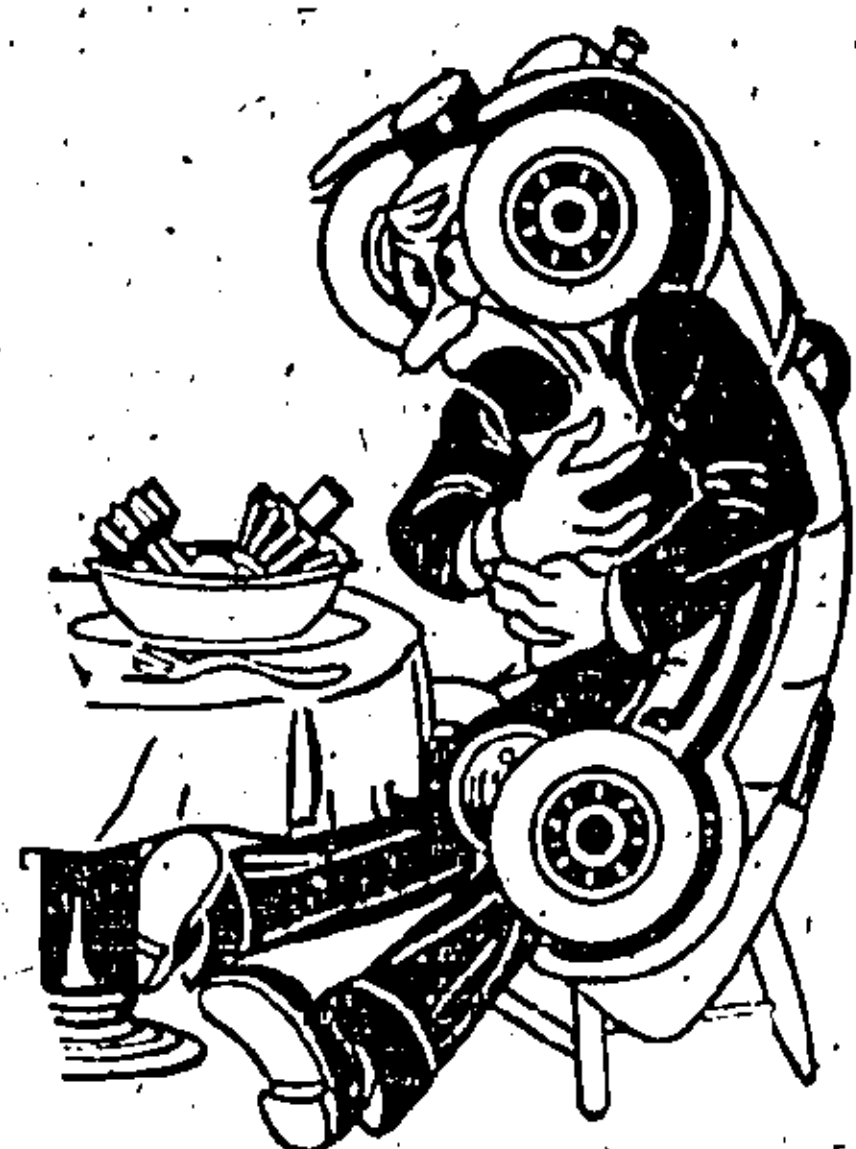
Completely equipped. Colour, Green or Black. New Models Arrived.

Before deciding on your car obtain specification

And let us demonstrate a 6 cylinder Studebaker:—

The Worlds Greatest Light Weight Car.

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DOES YOUR CAR SUFFER from INDIGESTION?

Whether your engine stutters and lies down on you occasionally, or whether the condition is chronic, we guarantee to diagnose the case correctly and effect a cure.

Our staff of expert mechanics takes just as much interest in your car as would the medicos if you personally were laid up for repairs.

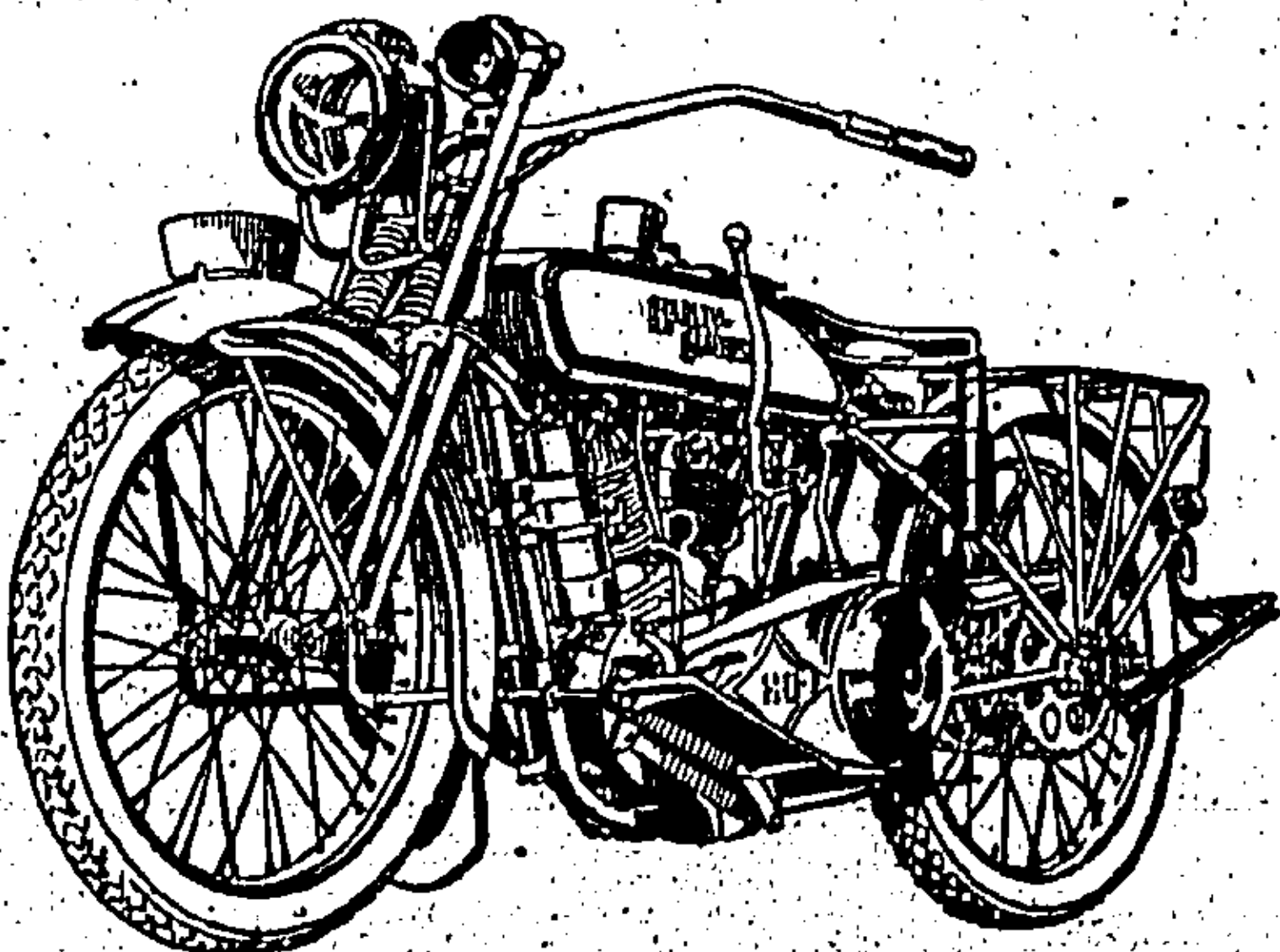
The Dragon Motor Car Co., Ltd.

Export and Constant European Supervision.

Telephone Central 3950.

A. J. Allison, Service Manager

HARLEY DAVIDSON



1924 MODELS IN STOCK FOR IMMEDIATE DELIVERY SHEWAN TOMES & CO.

Sole Agents, Tel. 781.

A HIGH STANDARD MADE HIGHER STILL

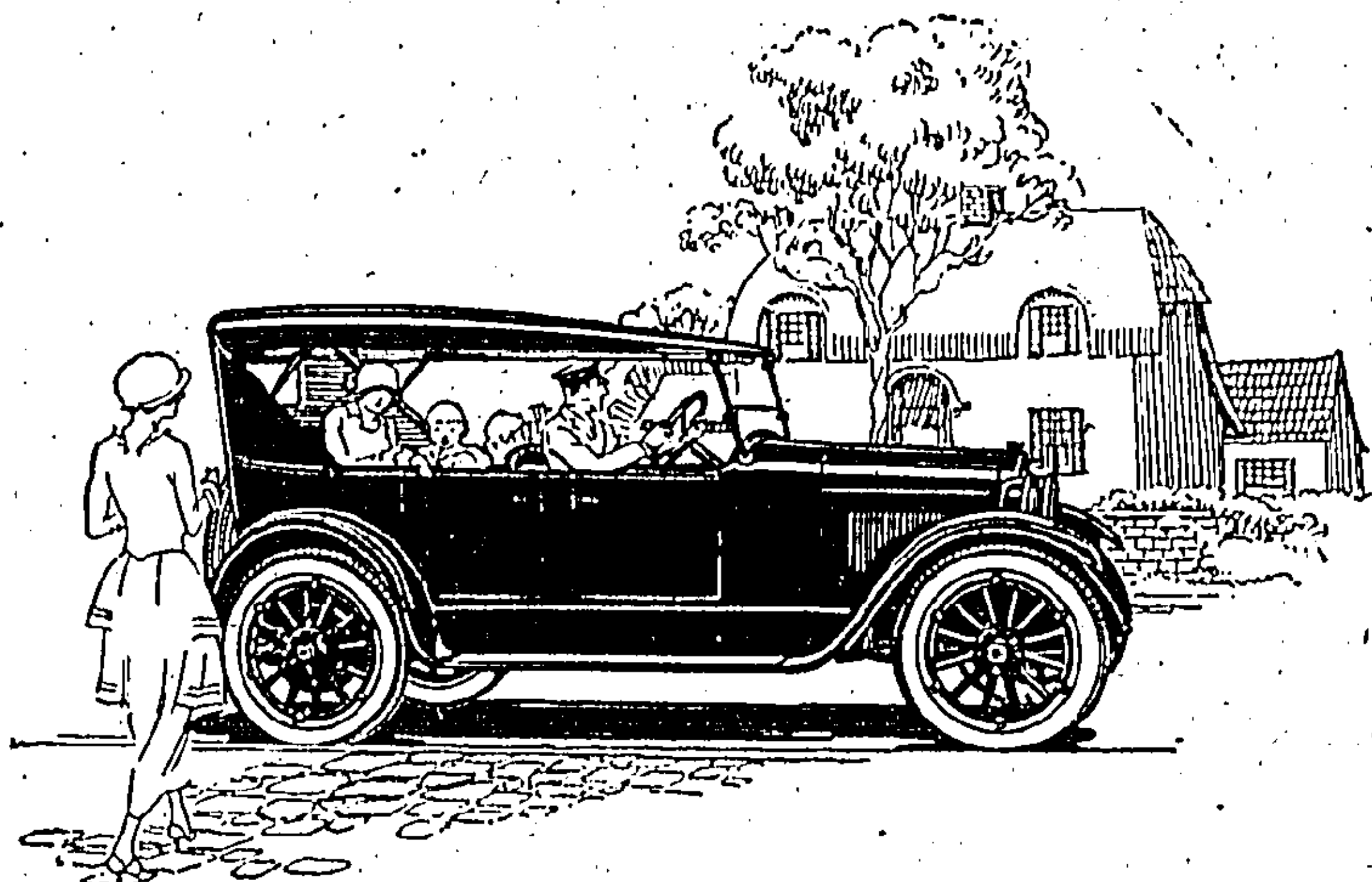
Nine years of concentrated effort by Dodge Brothers on a single type of engine and chassis has produced this new Touring Car which combines a smart, low and roomy body with a powerful flexible engine.

In the appearance of the new Touring Car, its top gear performance, easy riding qualities, dependability and completeness of equipment, you will find that Dodge Brothers have succeeded in raising still higher their traditional high standard of value.

STANDARD MODELS. — Complete with five Disc Wheels and five Cord Tyres:
3 passenger Roadster \$2,400
5 passenger Touring \$2,450

SPECIAL MODELS. — Complete with Nickeled Radiator Shell, Cowl Lights, Nickeled Front and Rear Bumpers, Rear View Mirror, Automatic Wind Shield Wiper, Scuff Plates, Motometer and Lock, Special Blue Leather Upholstery, five Disc Wheels, and five BALLOON TYRES:

3 passenger Roadster \$2,650
5 passenger Touring \$2,700



The DRAGON MOTOR CAR Co., Ltd.

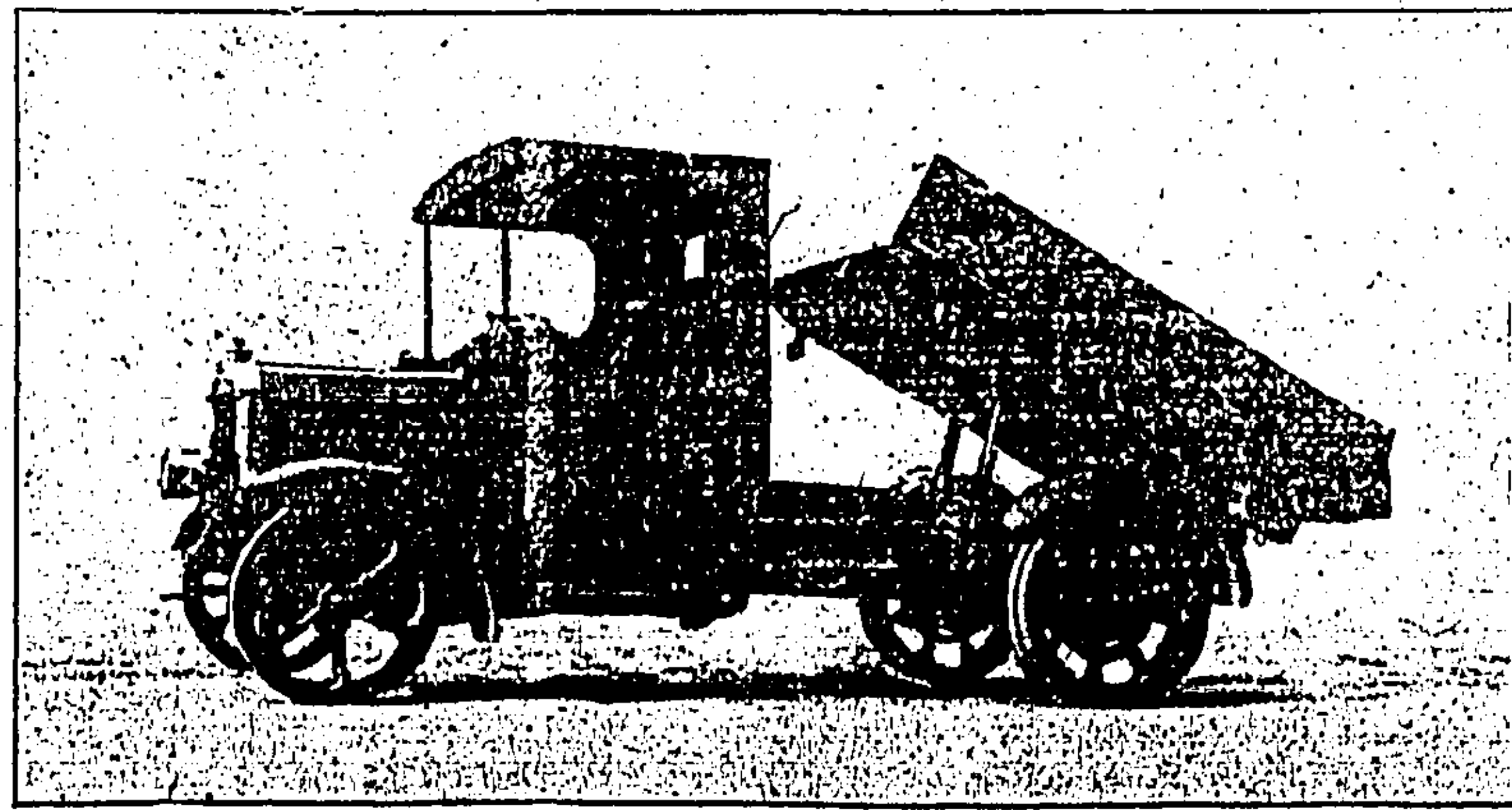
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DENNIS

COMMERCIAL Vehicles are manufactured by Messrs. DENNIS BROS. OF GUILDFORD, ENGLAND, the oldest firm in the Motor Engineering Industry, and the pioneers of the "Worm Drive."

"WORM" gear is the only gearing that shows INCREASING EFFICIENCY WITH USE. — Other gears WEAR OUT. The "worm" gear—WEARS IN.

THE use of "worm" gearing in Commercial Vehicles is now almost universal. The compliment thus paid to Messrs. Dennis Bros. Ltd., by the leading makers of the world, will convince the thoughtful observer that they were RIGHT, and that he will be well advised to decide in favour of a "DENNIS" machine when adopting or extending, the use of Motor Transport.



Sole Agents—

Alex. Ross & Co., (China) Ltd.

Bank of China Building, Duddell Street.

Telephone C. 2487.

THE POPULAR MORRIS.

1,200 CARS A WEEK.

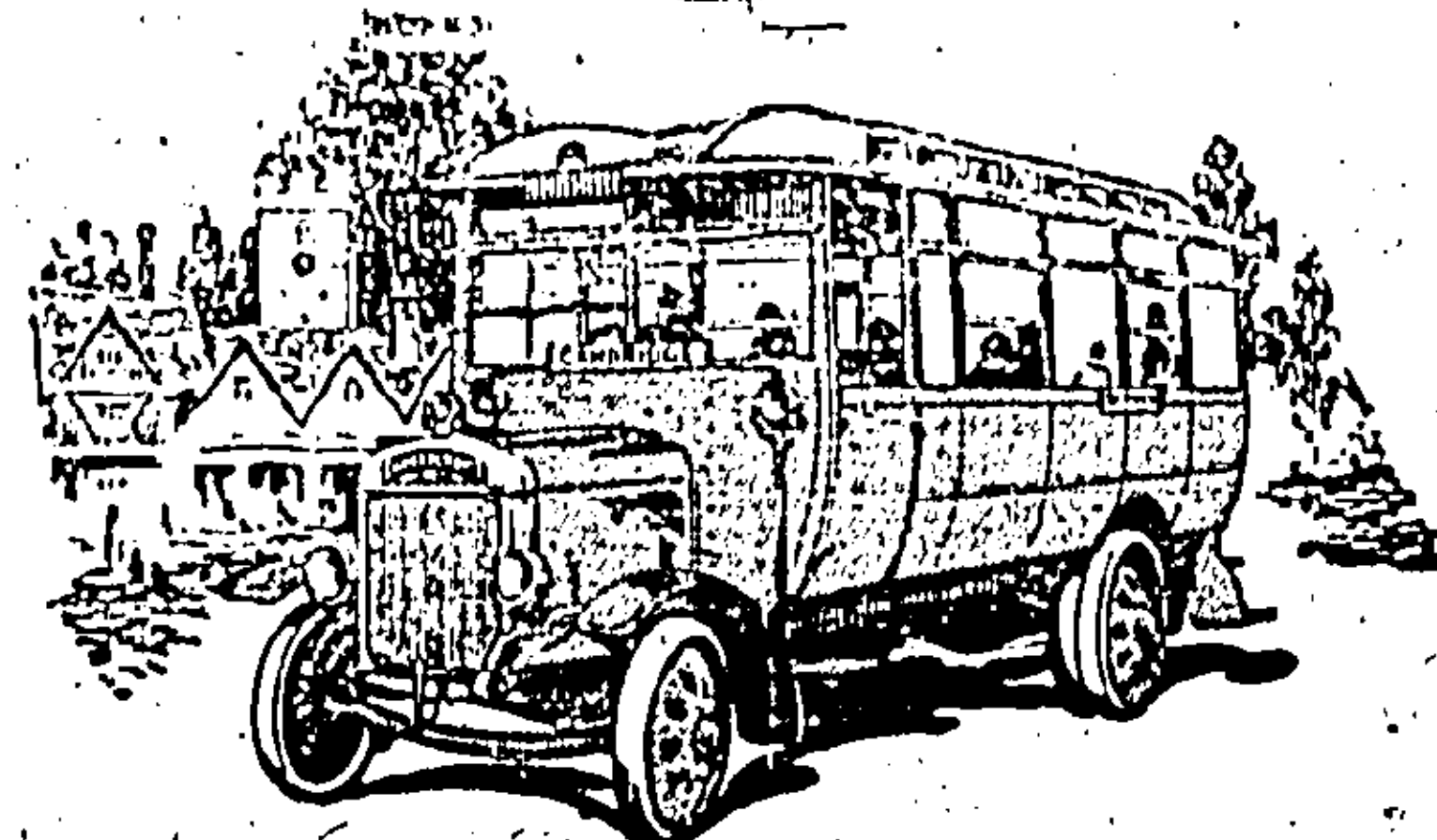
There can be no discounting the popularity of the Morris car, for both the Cowley and the Oxford type can be counted unexhaustively, on all roads, indeed, to traverse any main road for, say a mile, without coming in sight of a Morris car, is almost a phenomenon. That Morris Motors Limited, have struck the right note with the public is patently evident from the observations of Mr. W. R. Morris the governing director of the Company, when at a dinner recently given at Coventry, by Morris Engines, Ltd., he stated that he believed, this year, his company would have an output of 1,200 cars a week. Only the week previously, he received orders for 1,200 cars. His principle, in regard to his men, was that in paying a high wage, he cheapened production. He paid his men 2s. 3d. per hour, whereas a French manufacturer of a popular car only paid 6d. an hour. The secret of his success, Mr. Morris declared, was that by giving his men a good wage, they were enabled to go home, after a day's work, and enjoy themselves in a reasonable manner. Having done everything himself, from sweeping out the shop, to acting as governing director, he was led by his experience to believe, that a man turned out more work if he received a living wage. 17,000 men were now in the employment of his firm. There was no reason why Americans should produce cars more cheaply than an English concern. The British working man had more "ginger" in him, than had the American. A cause of much unemployment and industrial unrest to-day was that captains of industry would not realise that they must pay a reasonable wage, and that the men must be kept happy and contented, if a good output was to be secured. Politically, he was a Conservative, but he was on the side of labour all the time.

Mr. Morris added, that the week before he spoke, Morris Engines, Ltd., turned out 625 automobile engines.

Here is a tip which the Motor Cycle gives, about a cause of faulty steering. When a solo machine becomes difficult or "tricky" to steer, it is sometimes due to pitted ball races in the head. This can usually be identified by a tendency for the steering to "stick," in the dead-ahead position, and is frequently found on machines which are used for side-car work at times. The trouble lies in imperfect—perhaps badly hardened—races, each ball making a slight depression in the race, in its usual position, i.e., dead-ahead. No remedy is effective save renewal of the races, which means complete dismantling of the steering head. A fresh set of races is advisable, even if one only, is badly pitted, and great care should be taken to ensure that the new races are driven absolutely "home," with a suitable drift, in the head lug of the machine.

THORNYCROFT

COMMERCIAL VEHICLES
A TYPE FOR EVERY REQUIREMENT
For Passengers or Merchandise



TRUCKS

FOR HAULAGE

FROM—

2 TO 6 TONS

BUSES

SPECIALLY
DESIGNED
FOR THE
COLONY.

BRITISH BUS FOR BRITISH COLONY

SERVICE and ECONOMY

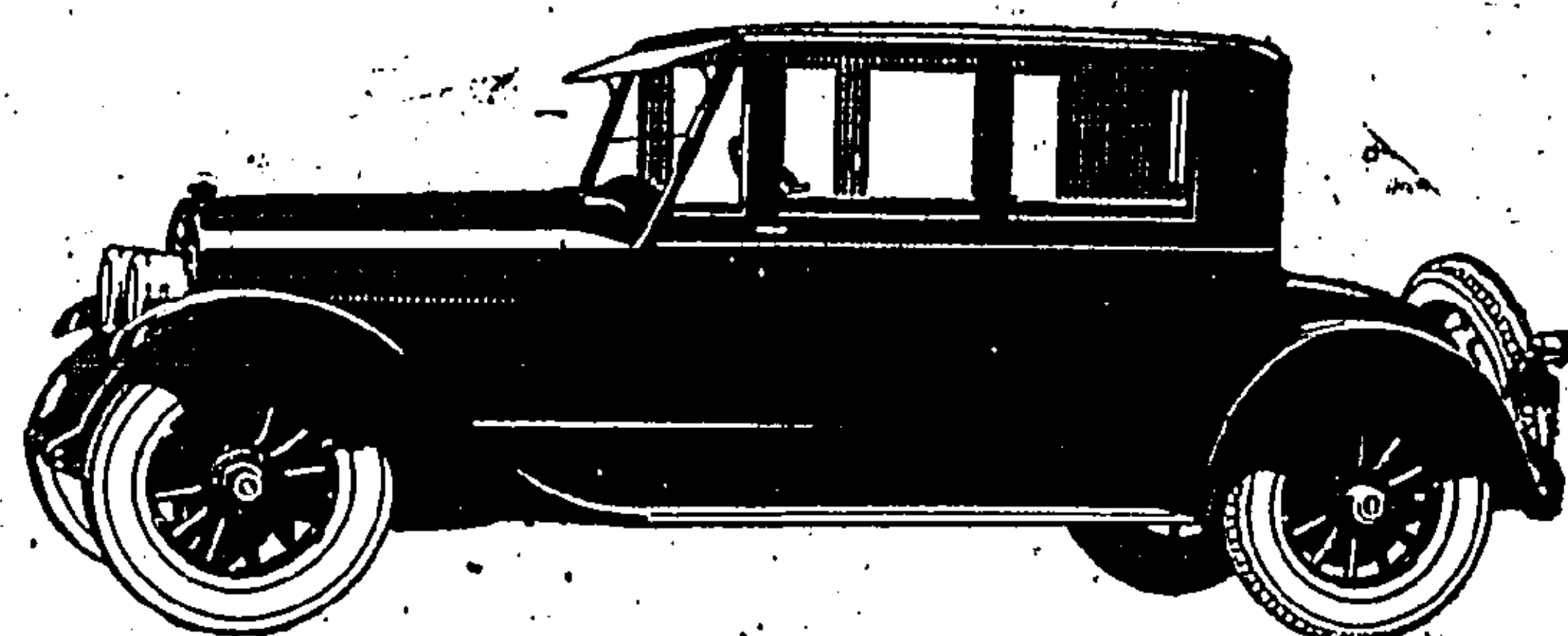
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Best in the world

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INDISPUTABLE PROOF

of Dunlop superiority is contained in the fact that practically all the makers of the best English Car CHOOSE

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FOLLOW THE CAR
MANUFACTURERS—
LEAD, they know!!

The DUNLOP RUBBER
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Phone St. George's Bldg. Prices
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Also obtainable from stocks carried by the Taxicab Co.'s
Branches at Hongkong & Kowloon, also by J. Gibbs & Co.
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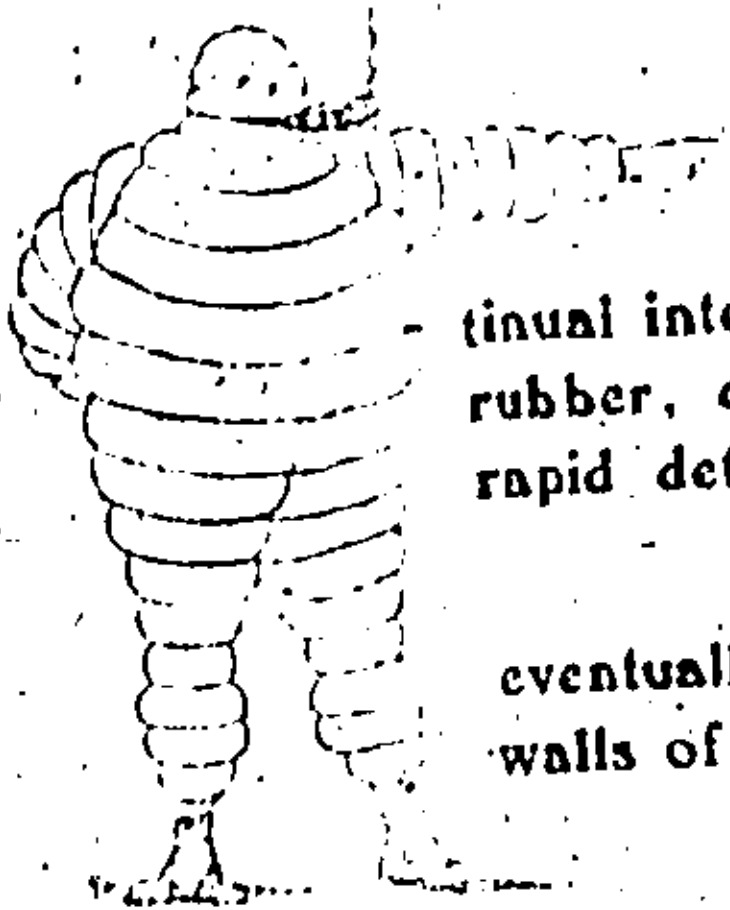
SHELL
gives a sense
of security
based on
proved merit



OTHER Motor Spirits, the world over, aim at being "as good as Shell"—a worthy compliment. You get more power and greater mileage to the gallon from Shell Motor Spirit because it comes straight from nature rich in aromatics and naphthenes.

THE ASIATIC PETROLEUM CO. (HONG KONG) LTD.

HOW TO GET GOOD SERVICE FROM MICHELIN TYRES



Keep tyres pumped up to correct pressure for the load they have to carry. We can tell you what this should be.

When tyres are under inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under inflated tyres with the above disastrous results.

Have your wheels examined front and rear for 'trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

Keep tyres free from oil and grease.

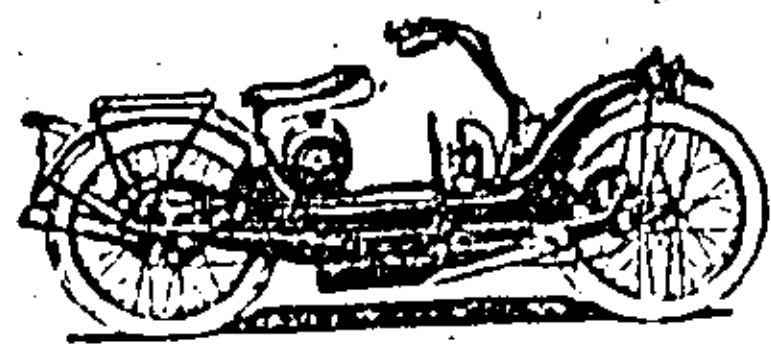
Start and stop gently and take corners slowly.

Lastly—buy MICHELIN tyres from us and follow the above advice and tyre satisfaction is assured.

EUROPE-ASIA TRADING CO.
Telephone 3438. China Building, 1st Floor.

NERACAR

Reliability
Economy
Comfort



Cleanliness
Simplicity
Safety.

THE LIGHTWEIGHT MOTOR CYCLE WITHOUT A PEER

With the advent of the "NERACAR" and clean two-wheeled transportation, the best-known families of Great Britain are taking to this economical and comfortable means of transportation. Prominent among English users are the following:

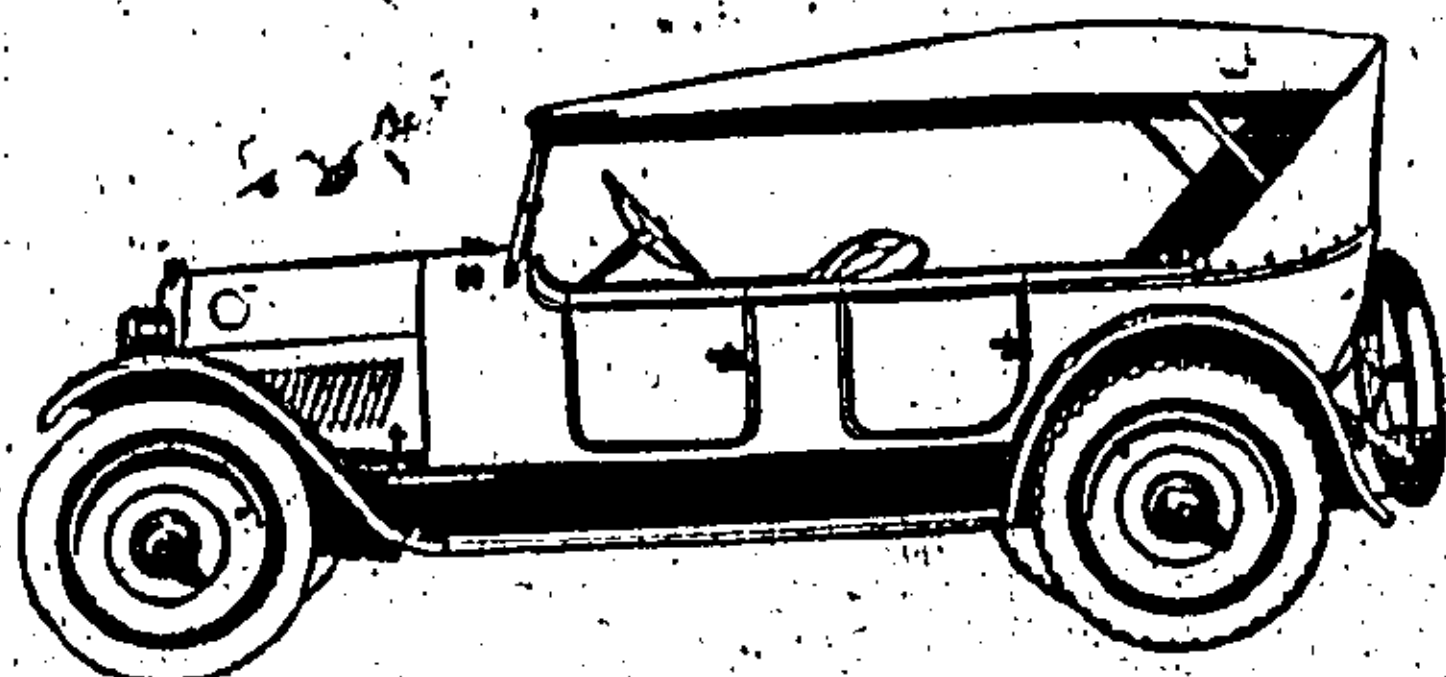
The Earl of Haddington M. C.
The Earl of Beville.
The Earl Fitzwilliam, K.C.V.O.
Col. E. V. North, C.M.G., D.S.O.
Col. Sir Edward Ward, Bart, G.B.E., K.C.B., K.C.V.O.
Lt. Col. C. Winterville, D.S.O.
Capt. L. F. Sloane Stanley.
Professor E. Emrys-Roberts.
Dr. J. P. Broom, M.B.E.
Dr. E. H. Felton, M.B.E.
The Rev. F. W. Hassard Short, M.A.C., T.A.
and many others too numerous to mention.

Her Grace the Duchess of Marlborough.
The Marchioness of Headfort.
The Lady Joan Wentworth Fitzwilliam.
The Lady Donatia Wentworth Fitzwilliam.
The Lady Mary Stuart Wortley.
The Lady St. Germans.

100 to 115 miles per gallon of gas. 35 miles per hour. This means safe, sane driving without speeding.

Free demonstration. Sold on easy terms.

DE SOUSA & CO., LTD.
Sole Agents for South China.
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Tel. No. Central 1264.



Price \$2,500 fully equipped including Disc Wheels, Spare Cord Tyre & Tube, Double-Bar Bumper.
The Oldsmobile Four Cylinder Five Passenger Touring Car now sells at a price heretofore unknown in the class. It offers you a buying opportunity that you cannot afford to overlook.
CARROLL & CO.
Telephone Central 3401.
Distributors.

It is estimated that approximately \$1,000,000 will be spent in the United States in highway improvement during the year 1924, in order to accommodate the enormous increase in motor vehicles.

The State of California, U.S.A. has adopted a new system of motor vehicle license taxes. Instead of basing the license fee on the horsepower of the vehicles as in the past, the new law provides for a flat tax of \$3.00 on each passenger motor car, which is classed as a "non-commercial vehicle." This flat rate is to cover the cost of making the plates and the clerical work of registration. In addition to the flat rate, each owner pays a tax on each gallon of fuel purchased. Commercial vehicles are subject to the \$3.00 flat rate plus a sliding scale of taxation based on the weight of the vehicle.

PRICES DUE TO ADVANCE.

DESPITE RECORD PRODUCTION.

Detroit, March 15—Everything in the automotive industry is going up. This includes costs, materials, labour, production, shipping, sales, prices and demand for cars.

On the eve of what is expected to be the biggest season the automobile business has ever seen, factory wheels are spinning at the highest speed on record.

More cars are being made in Detroit to-day than at any time in its history. Production in the majority of the larger plants is fast reaching capacity and should reach maximum in six weeks if present plans are carried out.

NEW SALES RECORDS.

Several factories have turned in new production and sales records for January and February and at least three have made more in those months than during any months in their respective histories. It is interesting to note that in many cases these high marks failed to supply the demand for cars for immediate delivery, much less think of sending quantities of cars to warehouses to help meet the spring demand.

It is on this condition that certain manufacturers base their predictions that there will be a shortage of cars this spring. On the other hand, rising prices have encouraged many to buy now instead of in the spring, thereby saving from \$20 to \$70.

Records of practically all of the larger companies' business for the last two months showing increasing prosperity and plans laid for the next few months prove without question that motor leaders are confident of an unsurpassed selling season this spring.

On his return from an extended trip through the Southwest, H.H. Rice, president of Cadillac, predicts steady, conservative prosperity for the country as a whole in the absence of disturbing periods of either inflation or deflation, a substantial increase of motor car production during the year and an increase of 25 per cent. in the business of his own company.

REMARKABLE STRIDES.

Oaklands, Paigo-Jewett, Studebaker, Cadillac, Dodge Bros., Chevrolet, Ford and Overland have made remarkable strides in recent weeks. Oakland broke all sales marks for a single month, when, in February, sales exceeded those of the previous best month by more than 1,000 cars. Sales show a 300 per cent. increase over those of the same month a year ago.

Chrysler production is running at more than 100 cars a day, a remarkable achievement for a car that was announced only two months ago. Hupp is making about 175 cars a day, with the new club sedan comprising more than 50 per cent. of the output. Seventy-five per cent. of Hupp production is closed cars. Plans call for daily production of 200 cars within ten days.

In the last two months Buick shipped from its Detroit and Flint plants 10,317 freight cars of automobiles. This includes ten solid trainloads equally divided between the two months. Moon, now operating on a basis of 1,800 cars a month plans to increase production next week to the rate of 2,000 cars per month. After breaking all production records in January and breaking them again in February, Paigo has scheduled an output of 7,500 cars for March. Production fell short of filling the demand in the two preceding months.

Every indication points to a record-breaking spring business.

With the approach of summer, bathing picnics by motor will be coming into their own again. In addition to Repulse Bay and Castle Peak—the two most popular rendezvous hitherto—we shall be having Shekko Bay this year, though arrangements for dressing will probably have to be improvised, at least for the present. The beach is undoubtedly one of the finest in the Colony, and it is a pity that the road by which it is reached is not in better condition.

THE OVERHAULING MANIA.

LEAVE YOUR CAR ALONE

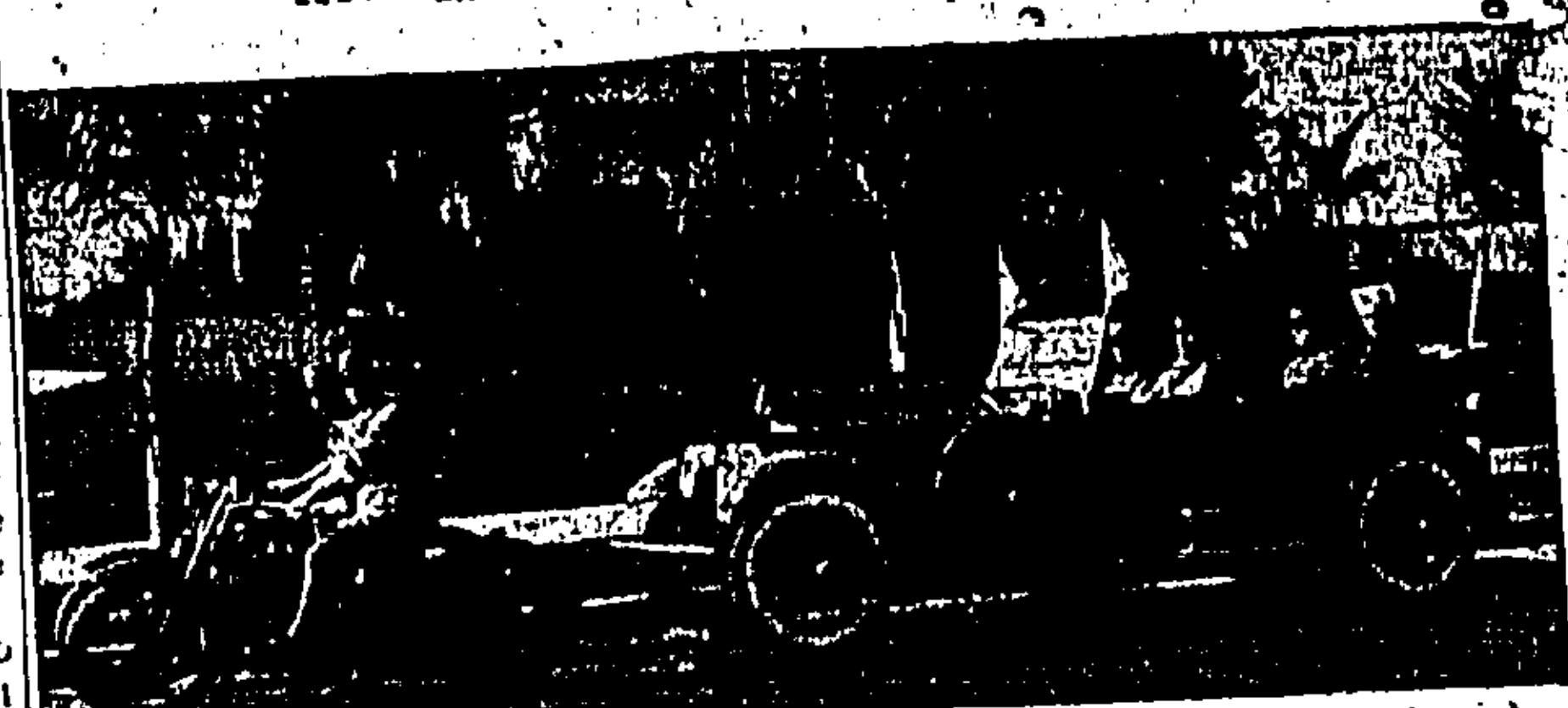
A correspondent writing to a motoring journal says:—

As I was reading the other day, motorists may be roughly divided into four classes. First, those who care only for the outside of their car; secondly, those who are conscientiously careful of the internal details; thirdly, those who mind both the inside and the outside; and fourthly, those who are content to wind up and get away. Quite so. And yet there is a fifth class—another interesting species by itself, an odd type whom I have often observed with mingled interest and pity—the "Overhauling Fiend." I wonder if you ever knew him, ever met him. He is surely an interesting study.

He is always there—his head between his legs and the machine, spanner in one hand, hammer in the other—screws, wrenches, nails, plugs, wire and all sorts of odds and ends lie scattered about him. Dirty hands, greased head—that's his lot. He's not simply content with mere riding of the car. He was not made that way, it's not his luck. His delight is more in "overhauling" it. Surely he has paid for it and he has a right to make any use of it he likes.

There you find him. You sympathise with him and inquire what's wrong. Oh, it's only a bad plug to-day, says he. And to-morrow, it's only the magnetos; and the third day it is the carburettor which is being pumped in and blown out. Yes, it's the old story always at it. Quite determined to put an end to it—both to the trouble and to the engine naturally, of course. He must find out what is within, how the gears gripped and how the mixture mixed and why the piston panted. Thirst for knowledge, you see. And even when by some accident the engine runs smoothly and the machine works tip-top—he would wonder why it is running. He would hammer the plugs and turn the mixture and if it stops—he would wonder why it isn't running. So in both cases he must find out something to use his skill. After all, what are the tools supplied for by the makers. Yes, better leave him with his crazy post-mortem study.

AN ADVERTISING DODGE.



These two Harley-Davidson machines and Rolls-Royce car were recently used in Los Angeles to advertise the film "Long Live the King."

In every instruction book which is supplied with the car to the new purchaser by the makers, it is clearly laid down that the engine should on no account be opened or adjusted till there is a radical trouble. But our friend—the overhauling philosopher—probably thinks that these laws are for the "ordinary" and that they could be "more honoured in the breach rather than the observance of it."

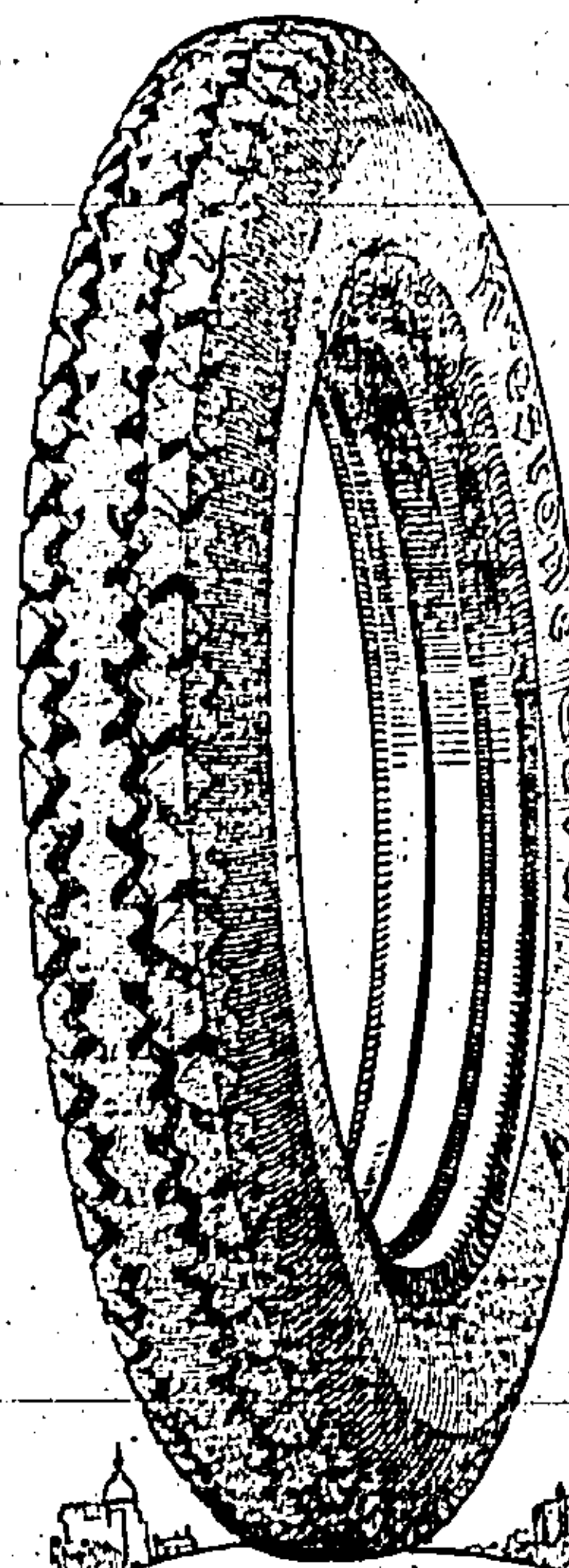
I have actually for years known a friend in the legal profession, who is infected with this incurable malady. On all spare occasions, in season and out, you could see him there "overhauling." These two or three street boys, who used to gather round first out of curiosity and then began to take an interest in it—gradually learnt all the parts and set them back. They have now become "mistris" and are now making a living out of it. But that machine has not yet finished "overhauling" nor yet finished in the line. On the occasion of my friend's second purchase of a new machine—a Reading Standard Motor Cycle—some months back, I requested him not to try any more "overhauling" experiments on this one and I assured him a delightful service would be his if he would help him in enjoying his new purchase to a better degree and promised he wouldn't play with it as he had derived a great knowledge of the working parts from the first—for which he had worked so much on the old thing. So he did enjoy his rides for some time—but the old devil was up in him once more. For the last two months the machine is lying all opened to pieces. And well of course, he's "enjoying" his "overhauling" as usual. There are, indeed, two ways you can get exercise out of a machine—be it a motor cycle or a car. You can "Overhaul" it or you can ride it. On the whole, I'm not sure that a man who takes his pleasure overhauling does not have the best of the bargain. For he is independent of the wind and the weather; he is not afraid of the police and traffic regulations; the condition of the road troubles him not. A pillar-wrench, a hammer and screw, and some dirty linen is all he wants to keep him happy for the day. The mistake some people make is in thinking they can get both forms of sport out of the same machine. Now that's impossible. For no machine can will stand the double strain. You must decide beforehand whether you are going to be an "overhauler" or a rider. For my own part, I don't hesitate to say that I prefer to ride and, therefore, I take care to have nothing near me that could tempt me to try my trick at "overhauling." The moral is:—To have a respectable drive you must respect your car; to enjoy a run in comfort, you should not discomfort your machine with a hammer on its head and a screw in its tail for old love's sake.

The Practical Reasons for Tyre Superiority

ALL the essentials of superior tyre performance are combined in the Firestone Cord.

The tread compound is exceedingly tough, wearing down evenly and very slowly. The body of the tyre is sturdily constructed of ply upon ply of gum-dipped cords, each cord completely insulated in live rubber; and internal friction, the usual cause of premature tyre failure, is prevented.

And the Firestone Cord possesses more than durability. Safety is assured by the many angles of the cross and square tread, while its pliant, flexible body protects the car and adds unusual comfort to motoring.



Most Miles per Dollar

THE DRAGON MOTOR CAR Co., Ltd.

26 Nathan Road, Kowloon.....Kowloon 226.
24 Des Voeux Road, Hongkong.....Central 482.
Show Room and Service Station (Happy Valley).....Central 3950.

(A full range of Motor Car and Motor Cycle Tyres and Tubes carried at each of the above addresses).

Firestone

A PAGE FOR THE KIDDIES.

SALESMAN SAM



Zev Has Nothing on Sam

BY SWAN

UNDERWOOD TYPEWRITERS
PRICE - H. K. \$112.50 NET.

Weight
In Case
5 3/4 Lbs.



Minimum
Weight.
Maximum
Service.

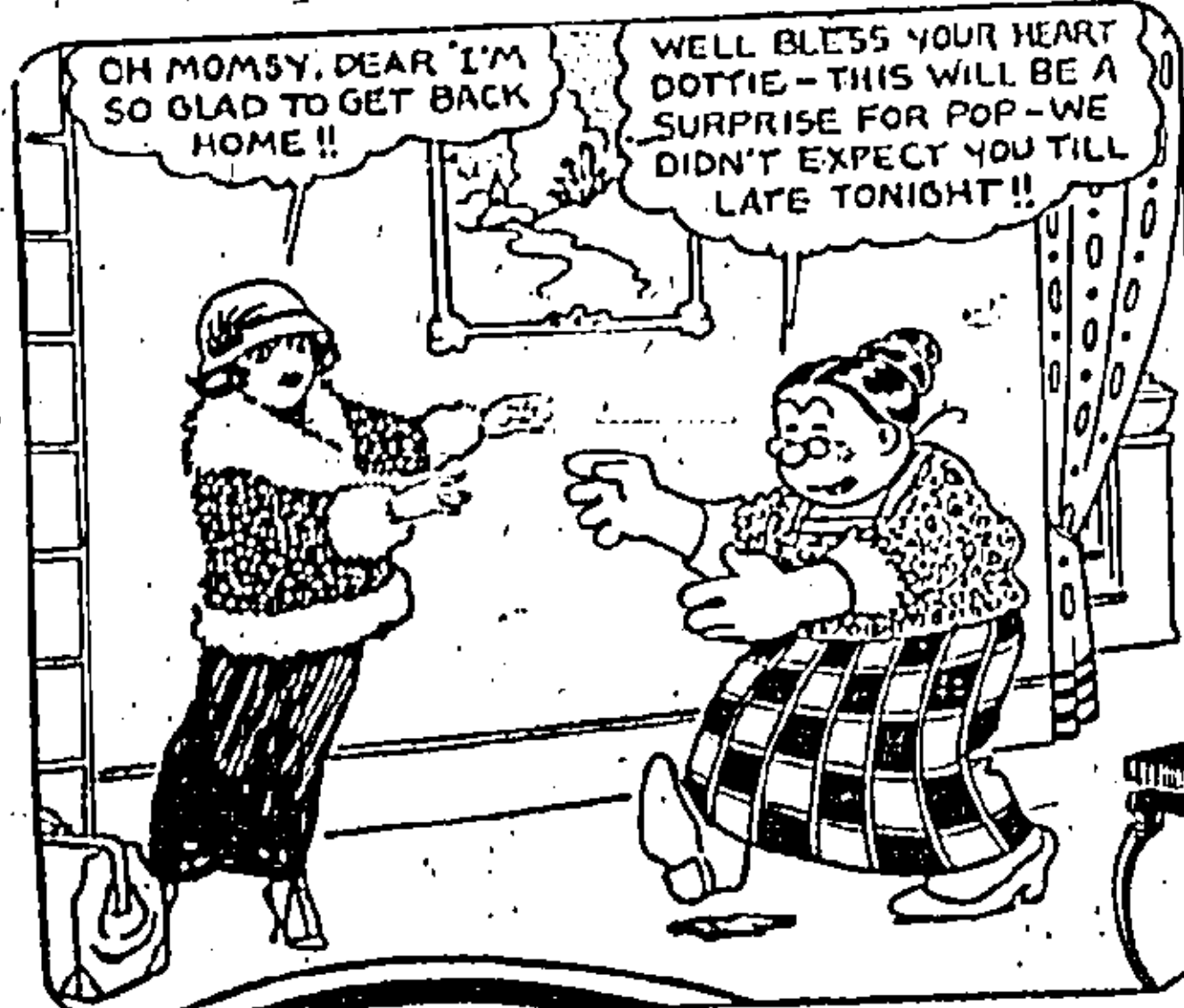
PORTABLE MODEL

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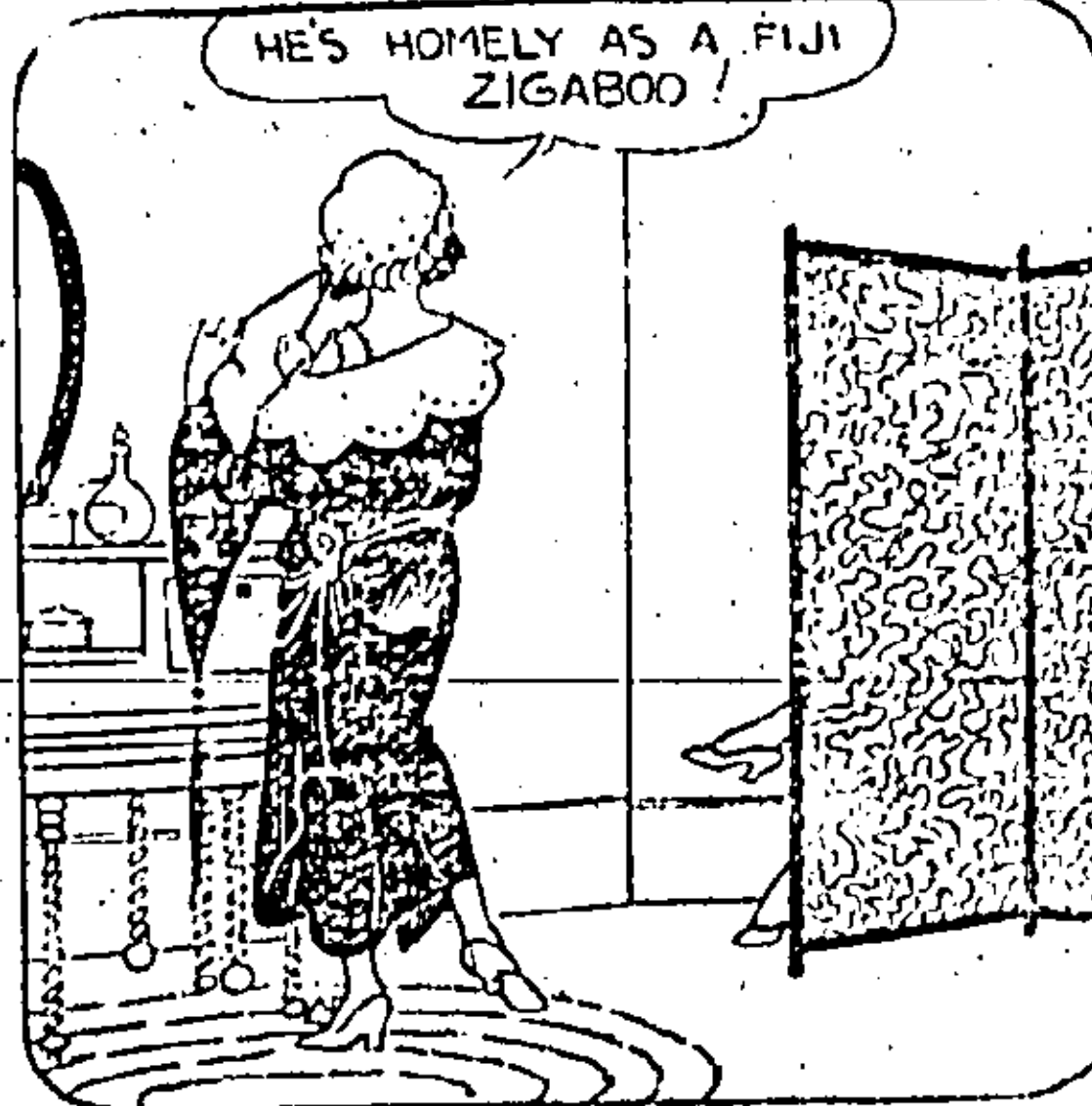
MOM'N POP



Pop Is Worried

By Taylor

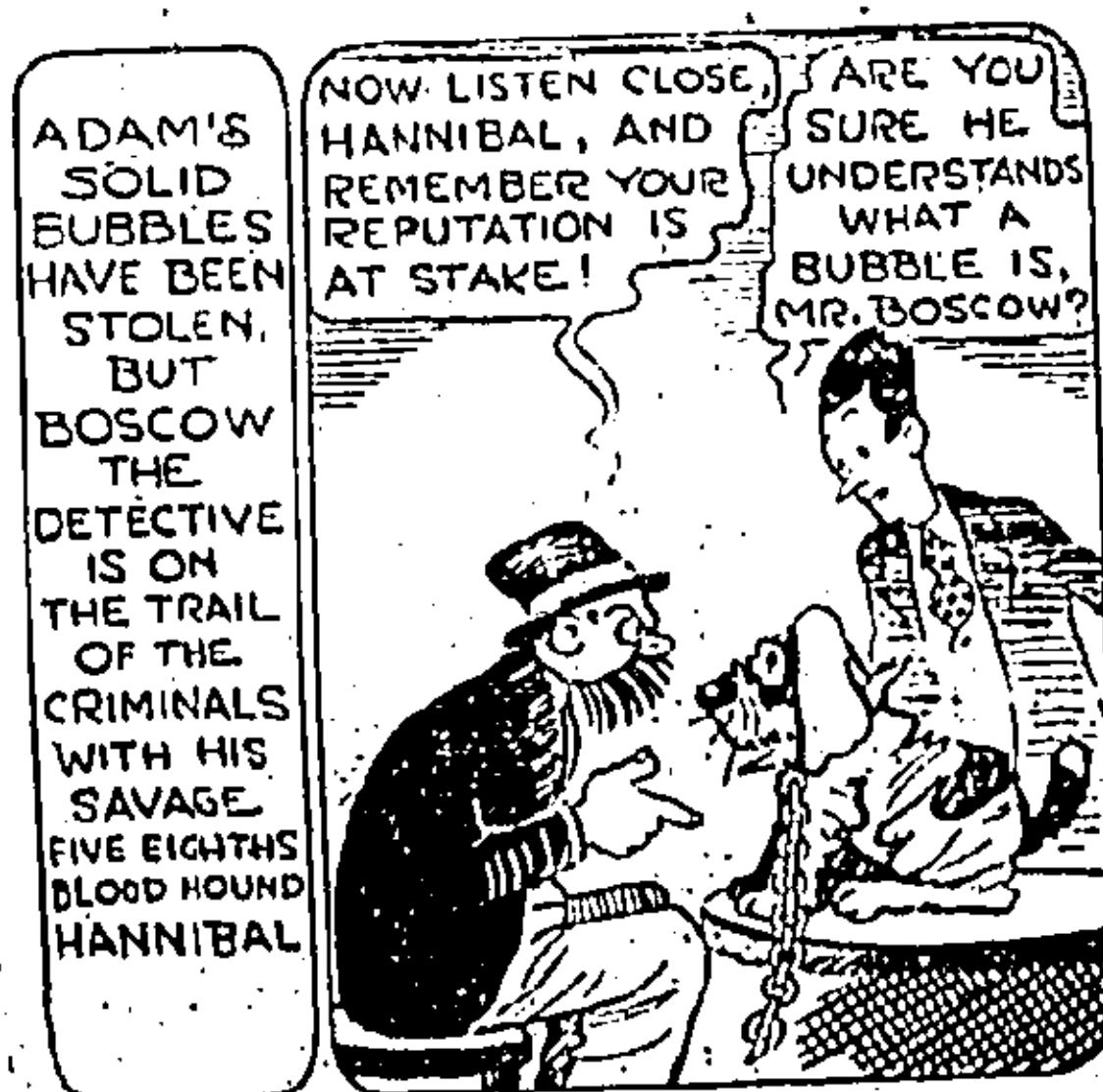
BOOTS AND HER BUDDIES



A Colour Scheme

By Martin

ADAM AND EVA



On the Trail

By Cap Higgins

RECKLES AND HIS FRIENDS



Paid No Attention

BY BLOSSER



FUNNY STORIES.

Proof Positive.

Mistress—"Does that young policeman who calls so often, Mary, mean business, do you think?"

Mary (confidently)—"Oh, yes, ma'am; he's already begun to complain about my cooking."

Only Blushing.

Mrs. Nowed (outside poultryer's)—"John, dear, are turkeys good when they look red about the head?"

Mr. Nowed—"Yes; they're only blushing to think what a price is asked for them."

Mary's Fears.

One day little Mary was at the seaside with her mother, and was taken into the telephone call office to speak to her father in London.

When she heard her father's voice through the telephone, she burst out:

"O mamma, how shall we get father out of that little hole again?"

No Better.

Mother—"What, at the jam again." Aren't you old enough to know better?"

Tommy—"No, ma; there isn't any better to be had."

How She Knew.

He—"Are you sure I am the only man that you have ever really and sincerely loved?"

She—"Perfectly sure, George. I went through the complete list all over again yesterday evening."

Proved.

He (very conceited): "I don't think I should like to marry any girl unless I knew she was of a self-sacrificing nature."

She: "But wouldn't that prove it?"

As of Old.

An aged veteran who had fought at Waterloo, and who resided in a remote village in Scotland, was one day visited and interviewed by a party of gentlemen belonging to a literary club.

Having listened to the old man's story about the famous battle and his share in the conflict, they thanked him profusely, and were about to depart when the aged veteran remarked:

"Oh! there's another thing, gentlemen, that I can recall to mind."

"Ah, indeed! What is that?" they eagerly asked, expecting to hear a most interesting reminiscence.

"Gentlemen," said the veteran, in impressive tones, "I well remember that I was just as thirsty during the whole of the battle as I am now."

The party took the hint.

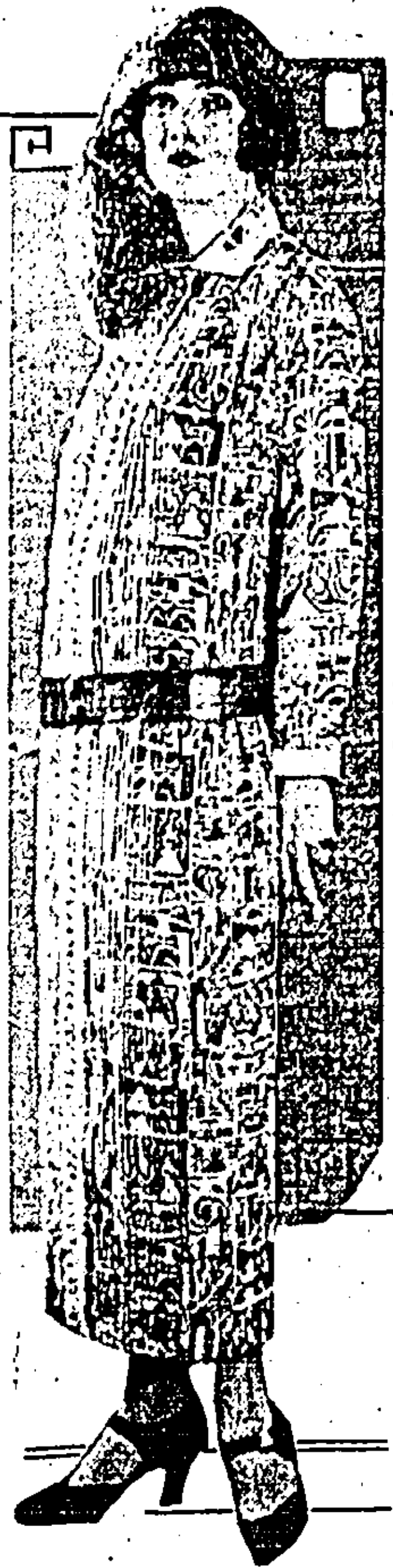


WOMEN'S INTERESTS

REAL THICK CREAM

Write or phone (1373) to
Nestlé Milk Company
11, Queen's Road Central.
For Free Copy of
"CREAM CONFECTIONS"
RECIPE BOOK.

THE STRAIGHT LINE.



One reason every woman is reducing these days is so that she can wear these straight, boyish frocks that are the rule of the day. This one is of printed silk in all the crude colours, with pleated sections, buttons going down the front, and a belt of bright red leather.

THE "TIRED" FROCK.

To freshen a frock that has lost the first bloom of its youth there is nothing like the touch of lingerie. For this purpose the novelty-makers have devised an infinite variety of little cuffs and collars. These are often made of net and lace, so that they can be easily washed, and after being stretched and dried have no need of the iron to render them presentable. The collars are usually simple little turn-overs, while the cuffs may take on more generous proportions and resemble the most sizable of gauntlets, reaching well nigh halfway to the elbow.

TOUCH OF ORIENT.



There's a real feeling of the orient and the mysterious east in this gown formed from green and silver Persian scarfs and a jewelled belt, but it is not too eccentric for formal wear. The jewelled tassels hold the skirt in place.

NOTES FROM PARIS.

As a natural sequence after the unbelted straight modes of last season, one has looked forward to, and found, a few Empire and Directoire models among the new showings. One has also found, however, that many models along the lines favoured last season are still popular.

Fullness in front and straight backs continue "in." It is too comfortable a fashion to die in one season. It also lends itself admirably to many of the spring and summer materials. A variety of what the French call "gros" tissues are voguish. By "gros" they mean rather coarsely woven or comparatively heavy in weight. Many linens and new weaves in cottons and silks show one or both of these features.

An amusing new coiffure rule is set by day and long by night. It sounds difficult, but must be done. For we can have no hair under the wigs of the moment, while the diadem head-dress which is essential for evening wear looks all wrong on a bobbed or shingled head.

So we buy back our tresses at ruinous prices and pins and persistence make quite a success of these adaptable heads of ours.

Beach gowns are seen in striped and plaid taffetas, in jades, cerise, apricot and black, trimmed with shells and provided with fascinating caps. Flat, scallop shells, for example, appear on a scarlet gown, and blue-black mussel shells on a black satin one.

Wear your earrings so long that they touch the shoulder—the longer and the more glittering the better, and the more antique, the more "dernier cri."

The most popular frock is still the clinging envelope, into which one wriggles and out of which one is skinned. One is all over beads, but very flat everywhere, with one's hair short, almost scalped.

RED ALPACA.

One of the fashion authorities of Paris has said that the morning gowns are unusually gay while the afternoon gowns are preternaturally discreet. This fact draws the two styles close together in line, and widens the difference between them in the matter of colour. A charming morning gown recently designed was of bright Chinese red alpaca piped with white. The lines of the gown were narrow, clinging well to the figure, the sleeves fitting the arms so that they wrinkled in an attractive way, as long kid gloves have a habit of doing when worn by a woman with pretty arms. The neck was round, and so high that it covered the collar-bone, and was adorned with a double collar of white organdie piped in the same shade of red as the gown.

COMMON SENSE IN SHOPPING.

Shop with a clear idea in your head as to what you want.

Failing this, tell the assistant as nearly as you can what you are looking for, and ask for advice.

Don't expect the shopman to have a superhuman knowledge of your requirements.

Be considerate, but, on the other hand, consider your own interests, and don't buy the right material in the wrong colour because the shade you desire is not forthcoming.

If you are strong-minded shop with a friend; you will not allow her to over-persuade you against your own choice.

But if you are susceptible to comments from others, shop alone. You may feel disappointed in your selection later, but at least you will have the satisfaction of knowing that you were not coerced.

When in a hurry, shop alone.

SQUARE-NECKED FROCKS RETURN.

The bateau neckline, which has remained unchanged for season after season, seems to be near its end. In its stead there are the round-neck and the square neck. Both of these necklines are used by the style creators with good effect.

Another change in the chemise frock, due to the Empire styling, is the fact that the new gowns are out to fit the shoulder and the armhole very neatly. The drop shoulder effect,

with its attendant looseness about the armhole, seems to be utterly out of it, so if you wish to be in style you will rip the sleeves out of all your old dresses, and cut the upper parts of the bodices to fit your figure quite smoothly from neck to the bust.

This will, of course, shorten your sleeves, but as three-quarter length sleeves, which fit the arm smoothly, are featured by a number of Parisian dressmakers, you have only to shorten your sleeves a little more and purchase some "long-handled" gloves to be quite fashionable.

NEW PARIS FASHION FEATURE.

(Special to "Hongkong Telegraph.")



A very unusual style of collar is carried out in white organdie, which is fastened on the left shoulder, giving a somewhat cow-boy appearance.

Underneath is a frilled organdie collar, which is not attached to the frock at all, there being a space between the end of the collar and the neck of the frock.

The handkerchief collar is very effective when it is matched by another on the hips.

CINEMA STARS AT THE SEASIDE.



On the beach during a recess in comedies. Left to right, Marie Mosquini, Blanche Mehaffey and Ena Gregory.

SNAPSHOTS AT A DRESS SHOW.

Daffodil yellow, walls, black lacquer, blue, and gold brocade curtains—the new dress salon of Foron in Regent street.

Massed flowers in mixed colours—flame-coloured anemones, white lilacs, blue lilies, yellow tulips and feathery orchids.

A hidden spring mechanism—mainly a comic, and being between the black and white curtains.

saleswomen bustling about cheerfully; a crowd of intent and well-dressed spectators.

Short patterned or embroidered coats with scarf collars, and worn with pleated skirts of plain materials.

Brown satin shoes and beige stockings worn with every type of afternoon frock.

Jumpers straight, close fitting, and reaching to hip level. Hats with drooping feathers.

The rubber sponge, with its advantages over the natural sponge with its slimy tendencies, is too well known to need emphasis.

All kinds of brushes are made with handles of pure rubber. A carpet broom of this type draws out the dirt easily and does not raise, scratch or dull the floor.

Both brush and sponge are made with rubber, and the sponge is given a special treatment which makes it more effective than the ordinary sponge.

THIS WEEK'S RECIPE.

Prune and Nut Jelly.

Required: 1/2 lb. of prunes, 3ozs. of nuts of any kind, 3ozs. of sugar, 1 lemon, 1/4oz. of gelatine, 1 pint of water.

Wash the prunes, and soak them over-night in a pint of cold water. Put them into a pan in the water in which they were soaked and stew gently until soft. Strain off the liquid, add the sugar and gelatine to it, and stir over very low heat until they are dissolved, remove from the fire, stone and halve the prunes, blanch and chop the nuts, and add both to the gelatine mixture. Strain in the juice of the lemon. Mix well, and when cold, again stir, then pour into one large or several small moulds, rinsed out in cold water. Turn out when set and serve with cream or custard.

CREPE RUBBER AND ITS MANY USES.

Pure crepe rubber is the most tough and resilient material so far produced by modern scientific methods. Hence its very quick rise to popularity in the many articles of personal household use which are now being made.

It made its first appearance as a soiling material for sports and other shoes, but since that time new and useful articles of pure rubber are constantly being placed upon the market, and there are still new inventions shortly to come.

Rubber floor coverings are held in high esteem by the housewives who have had them fitted. The designs and colourings are extremely attractive, they give the warmth and depth of feeling of a carpet at less cost, they are wear resisting and impervious to dust, and therefore labour-saving. For bathrooms and halls the tile patterns with suitable borders are most effective. Stair carpets are also procurable in rubber, and large door mats for halls and passages.

Table and toilet mats are proof alike against heat and moisture, and rubber typewriter mats deaden sound more effectively than the usual felt pads.

For the bathroom there are bath straps with thick rubber handles and fitted with holders for taking small pieces of soap, and a soap saver, also with receptacle to take small scraps of soap for use instead of a loofah. Sponge bags of pure rubber never wear out as the mackintosh variety, and rubber flesh gloves are more hygienic in use than those of Turkish towelling.

TWO SMART MANNEQUINS.



Photographed are two of the most striking costumes seen at Auteuil during the "Grand Prix."

The snappy three-piece suit and the ostrich trimmed hat, in the accompanying picture (at the right) is the costume idea in dress which Paris has advocated so persistently.

The most striking hat is the turban, shown at the left, wound with the Italian kerchief which falls over the shoulder. The printed silk frock with the pleated sections is the type that is bound to prevail throughout the summer.

THE BREAKFAST TABLE CLOTH.

A pretty idea that is being put into practice this season is the matching of the breakfast or afternoon tea table-cloth to the cheerfully patterned coloured China which is now so popular. The pattern of the China is reproduced as a wide border to the table-cloth.

Checks are particularly well liked and a black check design on a background of buttercup yellow would be sure to find favour. More out of the ordinary is a tea set of white china patterned with green leaves, the leaf design reappearing in colour as a border to the white cloth.

FASHION NOTES.

Bright jade or carmine shoes are worn with the all-black gowns so much liked at present.

It is said that spring dress mode demand waist-length sleeves or a sleeve cape that is virtually no sleeve at all. But of in-between lengths there will be none—that is, for frocks that are to be considered in the style class.

A RECENT BRIDE.



DRAPING THE SCARF.

With afternoon and evening gowns the fashionable scarf takes on a supple and voluminous character. One of the inventions of the season is to attach a scarf of the same material as the gown to the right hip, letting one end hang in a straight panel to the level of the skirt hem and leave the other end loose to be drawn up over the back and drape either the left arm or the left side of the bodice.

Crope satin is particularly charming for this purpose because of its two textures—the one side being glossy like satin, the other dull like crepe. Another drape for the afternoon scarf begins attaching it to one shoulder. From this point of support it may fall straight down the back and the front of the gown, or it may be wrapped horizontally across the shoulders, or draped diagonally to the opposite hip, or even wrapped about the waist.

All of these drapes are possible with the shoulder attachment, which certainly has the convenience of keeping the scarf attached to the gown and not lost in the bustle.

THE FUTURE LIFE: III.

By the Rev. G. R. Lindsay, M. A.

The third great argument for the reality of the Future Life is based upon the experience of Christ. Dr. Jones, in his book on Immortality, says that: "It is the most conclusive of all. We are out of the region of inference and assumption and are in the region of historical fact. What happened to Jesus Christ was this: He really died and He really lived again. That is sober fact. He took His grave as empty. He took His body with Him. Jesus died and lived again, and in that Resurrection experience we have the final and satisfying proof of the life beyond. For His experience was not a solitary and unique experience. It was a representative one. He was 'the first-fruits of them that sleep.' 'If a man die, shall he live again?' I look at the empty grave of Jesus and I can confidently give the answer: 'Yes.' The Resurrection of Jesus sets all doubts at rest. It converts promise and instinctive desire into assurance and fact. Men argued for years about the possibility of there being another country out yonder towards the West. They set forth their various reasons for believing that there was such a world. But what forever settled the matter and made the New World not a guess or a theory or speculation was the experience of Jesus Columbus. He sailed till he discovered, and then he returned to say: 'There is a land out yonder; I have been there.' Jesus is our Columbus. When men lost their dear ones or were themselves near the valley of the shadow, they used to wonder if there was any land beyond the sunset, or merely blackness of night. But we wonder now no more. For Jesus has died and He really lived there and has come back to say that beyond the grave there is 'A land of pure delight, where saints immortal reign.' Death is no longer an undiscovered country. Jesus has come back and brought immortality to light. We do not mourn our dead as those who have no hope. 'If a man die, shall he live again?' Yes, he shall. The Future Life, which the nature of man and the character of God seemed to demand, is made certain by the Resurrection of Christ. Here lies comfort for the mourner and for all who yearn for the fullest life. Death is not a *cul-de-sac*, but a passage-way. It is not annihilation but a transition to the Father's House. Our dear ones have not perished, nor shall we. This corruptible shall put on incorruption and this mortal shall put on immortality. O, Death, thou hast lost thy sting; O, Grave, thou art robbed of thy victory. For God has given the victory to us, mortal men, through the Son, Christ Jesus our Lord.

DAY BY DAY.

Following Pola Negri's remarkable Oriental pageant play, "One Arabian Night," which is showing for the last time to-day, Coronet Theatre will screen to-morrow another notable picture in "Peacock Alley." Based on the story by Quindia Borgoro, "Peacock Alley" bears the Metro imprint, and this, coupled with the fact that an accomplished screen actress like Mae Murray takes the leading role, bespeaks its certain merit.

No reminder is needed of the mystic entertainment provided by the Chetale and Palermo troupe at the Queen's Theatre to-day and to-morrow. These old favourites are here for a brief season. Their renown is sufficient recommendation. Another attraction for the same performances is "The Forgotten Law," a screen drama full of human pathos which does not drag. "Bride 13" is the picture for the 25 and 27 shows.

FIRE AT EATON HALL.

What might have been a serious fire at Eaton Hall, the seat of the Duke of Westminster, four miles from Chester, was averted one Saturday recently by the timely discovery of fire by the Duke himself. As he was walking along the corridor near the wing in which the library is placed he detected a smell of burning, and found part of the flooring of the library on fire. He

"THE QUANTS."

NEW SHOW A GREAT SUCCESS.

If "nothing succeeds like success," then there should be a bumper house at the Theatre Royal this evening when the "Quants" repeat their impression of the "Co-Optimists." Last evening's effort warrants every praise. There was not one dull moment, and it is difficult to single out any part of the performance for special mention. The concluding item was a skit on choral societies, and Mr. Salisbury, in the role of conductor, kept the audience in high humour with his extravagant postures. Impressions of well-known London artists attempting to sing sentimental ballads were thoroughly enjoyed, and the short sketches which were interspersed proved highly entertaining. The programme has been well chosen and it can be recommended as one of the finest shows seen in the Colony for some time. An additional reason why there should be a full house to-night is that this will be the "Quants' farewell to Hongkong."

gave the alarm, and with several of the guests the household staff attacked the flames with fire extinguishers and buckets of water. The Chester Fire Brigade was summoned, and found that the Duke and his helpers had succeeded in checking the progress of the fire, which was put out in about an hour.

SET A GOOD EXAMPLE.

In order to get that "10 minutes extra sleep," Mr. Mann made his breakfast break all speed records between his mouth and his stomach.

All of Mr. Mann's children would be there and their young minds came to associate the breakfast meal with some sort of a game in which their daddy raced against time for the office.

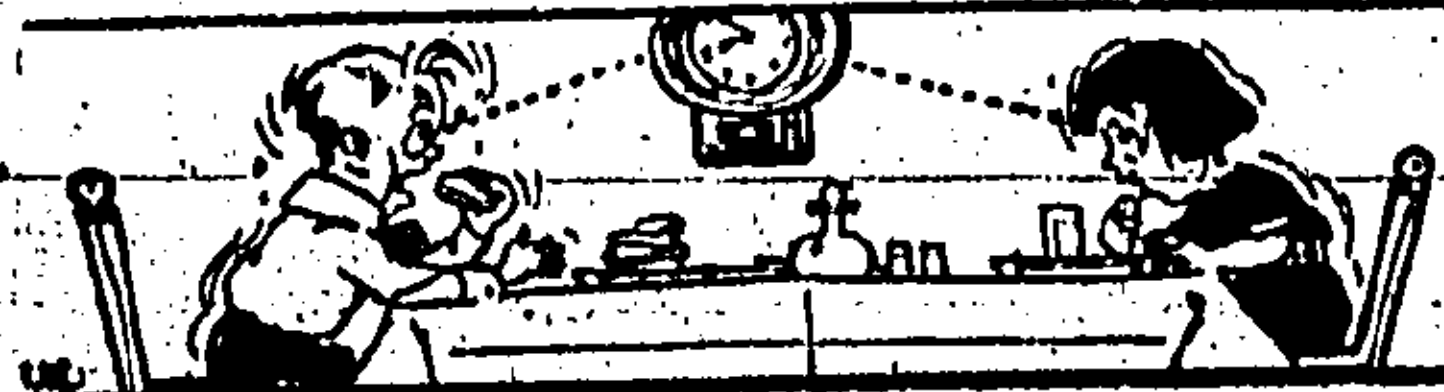
Children are great mimics, so far as their elders are concerned.

So it was, only a matter of time before the various Mann youngsters were bolting their breakfasts in the rush to get to school and then doing the same at their tiffin.

Children are impatient creatures, at best, and it is sufficiently hard to get them to take time at their meals, without setting a bad example.

Malnutrition or underweight in children is not always a sign of extreme poverty. Hundreds of children, in families where excellent food is served, suffer from lack of nutrition, due to hasty meals and food bolting.

Teach your children to eat properly. Get them in the right eating habit early in life, then practice what you teach!



MONSTERS OF THE DEEP.

Immutable Law Of The Ocean.

The irrevocable law of the ocean is that Life lives on Life. We see this in a great measure on Earth; but in the Sea it is as immutable and universal as the laws of Ebb and Flow.

Indeed, seeing the incessant and ferocious struggle that is eternally going on it is a marvel that fish should survive at all, let alone increase and multiply. The saving clause is their swiftness and incomprehensible rapidity of flight. But nature has also provided strange means of defence and camouflage. Setting aside the mammalian or gigantic cutacea of the aquatic world, such as the whales, walrusen, sea-lions, seals, and so on, all of which are in a class by themselves, there are yet such monsters of the deep as to keep the imagination at full stretch and make the hair of any respectable head stand on end. To speak also of the sharks, the dreaded white shark, the black-thirty pirate of the ocean—happily a stranger to our seas, although occasionally a small specimen is seen—sometimes measuring between thirty and forty feet in length, which can easily bite a man in half; the thresher shark, which amuses himself by tearing lumps of living flesh out of the unfortunate whale; and the hammer-headed shark, the eyes of which are set at each of the strange hammer-like projections from which it takes its name; or the basking shark, which has been known to attain a length of thirty-seven feet or more; to these in detail each would require a column to itself, but there is a kind of relation which inhabits our shores, and is rapidly becoming a favourite—as great a favourite among deep-sea anglers over here as is tarpon-fishing in the West Indies or Tunafishing in California; this "tope" is a voracious and destructive fish.

It is found more often on the southern than the northern coast, and accounts for an enormous number of fish. Topofishing is a favourite sport at Herne Bay, and many a fine specimen is to be seen there.

SHARK-LIKE CREATURE.

It is a long, shark-like creature, the back being of a dark, slaty grey, coming lighter towards the belly which is practically white. Like other species of its family, it brings forth its young alive. Special rods and tackle are used in its capture, and the thrills are many and numerous before the monster is subdued, for sometimes it runs to a length of nearly eight feet.

Another fish that may truly be called a monster of the deep is the conger, which is rapidly coming into favour with British sea anglers. It is not uncommon to find these fish weighing anything up to fifty pounds, and during some of the fishing competitions round the coast fish of over sixty pounds were taken on rod and line last year. There is on record the capture of an enormous ray on the coast of New Jersey which measured eighteen feet in diameter, and is said to have weighed five tons. These rays are also very voracious, and the destruction they do on the nursery beds is immense. All are fish that come to their net—naked or shelled, molluscs or crustaceans are all swallowed without ado. In our seas they, as I have said, attain to a great size. Skate (Raia Batis) weighing two hundred pounds are not uncommon. But, perhaps, the palm must be given to the immense devil rays of the South Sea Islands. These monsters are frequently fifteen to twenty feet broad, and when basking on the surface look like flat roofs. The Society Islanders hunt the devil ray with harpoons even to this day.—A.M.Y. in Ex.

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12 Rolls Nestle Roll Croquettes	No. 662	\$4.50
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ADVENTURES IN ASIA.

Story of Man and Mystery.

Dr. Ossendowski seems to have the use of a time machine, and to be set down at intervals in conditions more coherently primordial or ultimate than any conjured up by Mr. Wells. He looks about him with the intense but unprejudiced curiosity of the scientific adventurer, and then returns—at least he has returned hitherto—to report on the creatures he has seen.

They, and their surroundings are of an epoch not our own, and many of them in all but shape might be dragons of the prime. Dr. Ossendowski in his book "Man and mystery in Asia" (Arnold), designates the regions where they rove and disport themselves, and the four parts into which his book is divided might be headed The Yenesei River, the Ussurian Plains, Sakhalin, and The Steppes below the Altai Mountains, but such names, though they set the mind wondering, are too definite to suggest the mystery on which the title rightly insists. The reader, though he may be inclined at first to regard the empty map on the cover of the book as inadequate, will end by finding it superfluous. He will soon extend the scope of the name given to the Ussurian Plains behind Vladivostok by the author, and think of the whole sphere of his exploration as "The Tiger Country."

When we have to take a man's word for the strange and terrible things he describes, we are entitled to ask his credentials. Dr. Ossendowski's are impressive. A Pole by birth, he is "Officier d'Academie Française"; his scientific qualifications are too many to enumerate; it is enough to state that he is an industrial chemist and a practical geologist to establish that he is a trained observer; his having acted as Fuel Administrator for the Russian Armies under General Kuropatkin during the Russo-Japanese War is evidence of his familiarity with the official system of the old regime; his having been sentenced to death as a Revolutionary in 1906 indicates that his indictment of the Bolsheviks is not that of a partisan.

"TIGER CLUB."

His journeys were undertaken for scientific, not for political, purposes, and what he tells us of the methods of the rulers of Russia, old and new, is what was forced upon his attention during his explorations. He recounts the atrocities of men as so much natural history—as Faubé might recount the raids of wasps on beetles. There is a chain of cause and effect. There were irremediable criminals in Russia as elsewhere; under the Tsars they were congregated in convict prisons in Sakhalin. The policy is intelligible; the French follow it, and a recent French book, "Au Bague," exposed the abuses which are its defects; we have our own record in Australia to keep us humble. The system demands the supervision of the kind of man who partially tracks and isolates a malarial germ and sees to it that it shall not breed. Under the Tsars the prison officials were men called themselves for good reason: One

of their diversions was obtained from "A Tiger Club"; it met at the club house and drank; the lights were put out; all the members, except two chosen by lot, withdrew to the top rungs of ladders placed along the walls—there to await their turn in the game; of the two, one, the hunter, was given a revolver, the other, the tiger, a ball; boots were removed; the tiger crawled, and the hunter stalked; then the tiger rang his bell and the hunter shot; if he missed, the roles were exchanged. It may be imagined how such men, invested with absolute power, treated convicts who were admittedly brutes. The official system condoned the flogging of the child of a convict for no better reason than that a prisoner had escaped and the child might have seen him pass.

RELEASED CONVICTS.

The convicts, thus maddened against society, have now been released by the Bolsheviks and invested with such authority as exists—

"The Communist Soviet Government in Petrograd and Moscow calmly reinstated the Tsar's policy and looked indulgently upon cruelties, which differed from those of the old regime in that the blood flowed not from the bodies of some thousands of criminals and socially dangerous degenerated, but from those of 3,000,000 intelligentia. The surviving victims of the bloody benches and rods of Sakhalin adapted to the intelligentia in ways a hundred times more bloody this corrective system they had learned in the prisons of Dnie, Alexandrovsk, and Onor."

It is necessary to insist on the defects and laxity of Russian administration because it is the background to all Dr. Ossendowski's adventures and experiences; but it is not his subject. His chance-met factotum Hak—who he employed to catch butterflies—had committed 15 murders; when a knife was wanted for the skinning of a bird Hak produced a thin blade from his hip-pocket—a pocket made in his skin; Hak explained that all old convicts have pockets of this kind; how else could they cut fotters and bars and fight gaolers and pursuers? Tartars—people whom we have taken to symbolize ruthlessness—appear here as pitiable figures fleeing before the terror of the Soviets. Their horses are stolen and the arch-criminal is a great red stallion. It is a country where man is always fighting—if not of necessity, then for fun; he matches himself with a knife against a bear in a set battle; he rides down wolves swinging a lash with a heavy leaden ball at the end.

GILBERT AND SULLIVAN SOCIETY.

A meeting of admirers of Gilbert and Sullivan has been held at Essex Hall, the outcome of which was the formation of the Gilbert and Sullivan Society. The hall was crowded, and the enthusiasm resembled that of the first night of one of the famous operas. The chief aim of the new organisation is to maintain the traditions of the operas and to arrange lectures and social gatherings.

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Cordangan	—	—	\$1.50
Boardmans, Chairman Recorder, John Cotton, Barney's, Parson's Pleasure, Punch Bowl, Army Mix- ture all to	—	—	\$1.50
Ardath	—	—	\$1.40
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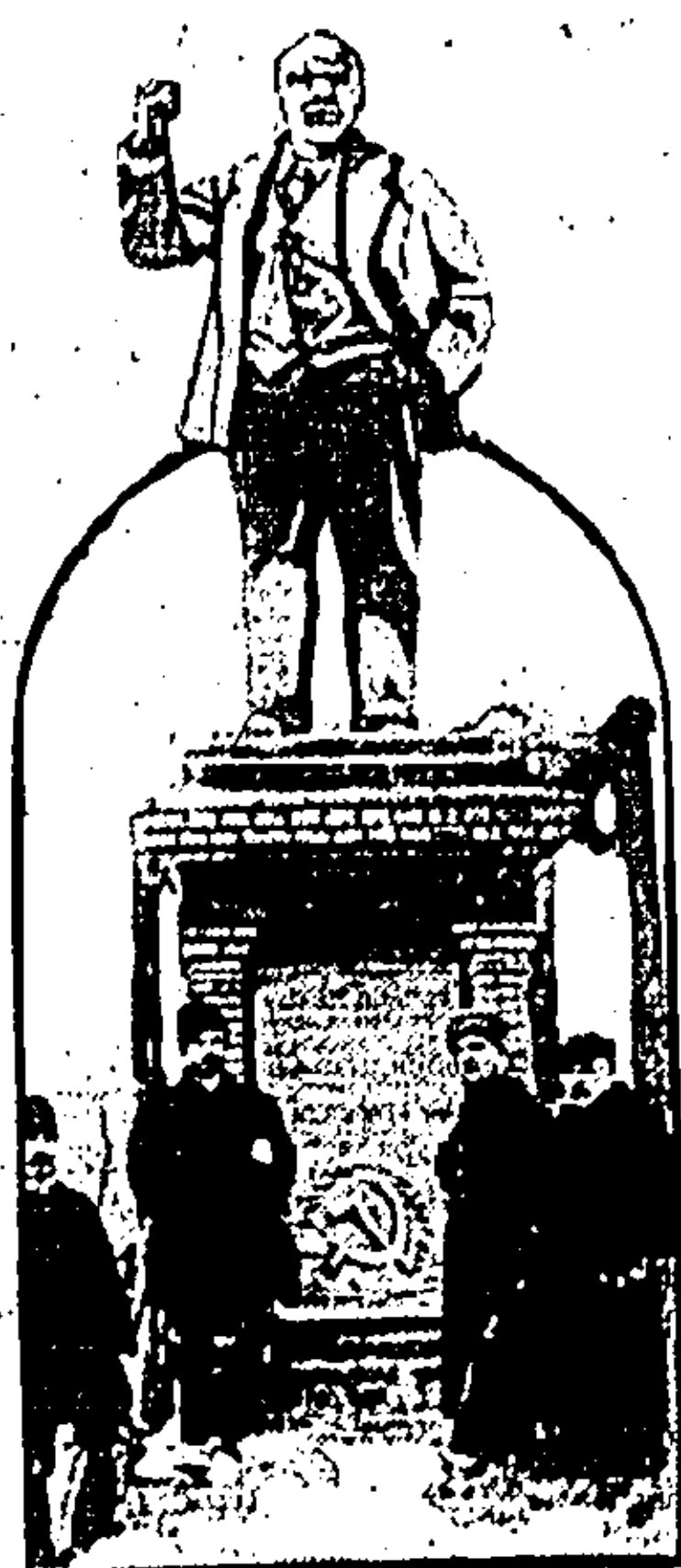
CAMERA NEWS.



International tennis party at the M. B. K. Moss. (Photo: Ming Yuen).



Miss P. Grace and Mr. R. E. Worthington, mixed doubles winners. (Photo: Ming Yuen).



This monument to Lenin has been erected in Moscow.



Kowloon Football Club annual dinner. (Photo: Ming Yuen).



Major Hattersley Smith making a smash in mixed doubles final when he and his wife were defeated by Miss Grace and Mr. Worthington. (Photo: Ming Yuen).



New catchment area near Tai Tam Tuk, being undertaken by Hongkong Engineering & Construction Co.



Human remains found in Central Police Station compound, believed to be those of prisoner executed in the early days when gallows were erected there and the bodies interred in the compound.



Lieut. Leigh Wado, one of the American world fliers.



H. D. and O. Rumball, winners of Open Pond Championship. (Photo: Mac Ching).

SHIPPING NEWS

The following local shipping and mail intelligence has been corrected to noon to-day:

Vessel	Agents	From	Mooring
Frederick McKinley	Ad Line	Seattle via S'hai	Hol's Whf.
Frederick McKinley	B & S	London via S'pore	Kow. Whf.
Frederick McKinley	P & O	Tacoma via S'hai	A 5
Frederick McKinley	O & K	Kobe via S'hai	A 1
Frederick McKinley	P & O	Bangkok	A 3
Frederick McKinley	B & S	New York via S'hai	A 30
Frederick McKinley	Obia Un	Swatow	Co's Whf.
Frederick McKinley	M B K	Singapore	Wanchai
Frederick McKinley	Gibb Lir.	Batavia	A 4
Frederick McKinley	J O L		

Clearances.

Vessel	Agents	Where Bound	Departure
Frederick McKinley	B & S	Deloy via S'hai	17th May
Frederick McKinley	Hong On	K O Wan	"
Frederick McKinley	P & O	London via S'pore	"
Frederick McKinley	Y K K	Kedong	"
Frederick McKinley	B & S	Manila	"
Frederick McKinley	St. & Barry	New York via Manila	"
Frederick McKinley	Y K K	Manila	"
Frederick McKinley	J O L	Tientsin	"
Frederick McKinley	O & K	Kedong	18th May
Frederick McKinley	M B K	Swatow via S'hai	"
Frederick McKinley	P. McKinley	Manila via Saigon	"

Impending Departures.

Vessel	Agents	Destination	Sailing Date
Frederick McKinley	B & S	Swatow	18th May
Frederick McKinley	Hong On	Manila	"
Frederick McKinley	P & O	Rangoon	"
Frederick McKinley	Y K K	Japan	"
Frederick McKinley	B & S	Zamboanga	"
Frederick McKinley	A O L	Manila	"

Impending Arrivals.

Vessel	Agents	From	Due Hongkong
Frederick McKinley	B & S	Shanghai	18th May
Frederick McKinley	N Y K	Singapore	"
Frederick McKinley	B & S	Cebu	"

Consignees Diary.

Vessel	Agents	Goods	Storage	Examination Date
Frederick McKinley	D B L	Hol's	May 10	May 24
Frederick McKinley	M M	Kowloon	May 10	May 10
Frederick McKinley	A O L	Kowloon	May 21	May 20
Frederick McKinley	B & S	Hol's	May 22	May 5

Steamers' Movements.

Empress of Russia arrived at Nagasaki on the 15th May left Nagasaki on the 16th May and is due at Shanghai on the 17th May.

SHARE QUOTATIONS.

STOCK EXCHANGE	SHAREBROKERS' ASSOCIATION
H.K. & S. Bank	1170
Chartered Bank	1170
Merchants Bank A & B	1170
Merchants Bank C	1170
P. & O. Bank	1170
Bank of China	1170
Bank of India	1170
Bank of Japan	1170
Bank of Korea	1170
Bank of Siam	1170
Bank of Persia	1170
Bank of Egypt	1170
Bank of Greece	1170
Bank of Italy	1170
Bank of Spain	1170
Bank of Portugal	1170
Bank of Belgium	1170
Bank of France	1170
Bank of Germany	1170
Bank of Austria	1170
Bank of Hungary	1170
Bank of Russia	1170
Bank of Turkey	1170
Bank of Persia	1170
Bank of Egypt	1170
Bank of Greece	1170
Bank of Italy	1170
Bank of Spain	1170
Bank of Portugal	1170
Bank of Belgium	1170
Bank of France	1170
Bank of Germany	1170
Bank of Austria	1170
Bank of Hungary	1170
Bank of Russia	1170
Bank of Turkey	1170

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Every description of Banking and Exchange business transacted. Loans granted on approved securities. Interest allowed on Current Deposits Accounts at the rate of Two per cent. per annum. On Saving Accounts Four per cent. per annum, and on Fixed Deposits at the London rate.

For 3 months at the rate of 3% per annum
For 6 months at the rate of 4% per annum
For 12 months at the rate of 5% per annum

KAN TONG PO,
Chief Manager,
Hongkong, February 15th, 1924.

NEDERLANDSCHE HANDEL

MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).
BANK.

Established 1921.
Hongkong Branch established 1900.

Authorized Capital Outlets £10,000,000
Paid-up Capital Outlets £5,000,000
Reserve Fund Outlets £1,000,000
Special Reserve Outlets £2,000,000

HEAD OFFICE:—AMSTERDAM.
Eastern Head Office:—BATAVIA.

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BANKING BUSINESS OF EVERY DESCRIPTION.
J. J. STAAFGAARD,
Acting Agent.

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HEAD OFFICE:
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BRANCHES:—BANKOK, SHANGHAI.
Correspondents:—London: Westminster City Bank Ltd.; New York: National City Bank; San Francisco: Union Trust Co. of San Francisco; Canton Bank.

Authorized Capital £5,000,000
Paid Up Capital £1,500,000

Modern banking in all its branches. Current accounts, deposits, and fixed deposits at the lowest rates. Loans granted on approved securities.

INTEREST:—Current accounts 1 per cent. savings 4 per cent. Fixed deposits, 3 months (per cent. 5 months 4 per cent. 6 months 4 per cent. 12 months 5 per cent.

Safe Deposit Boxes for Rent.
Our Vaults safeguarded by time clocks and double combination, armour plate steel doors.

J. Y. LUM,
Manager.

THE BANK OF CANTON LTD.

Head Office Hongkong

Authorized Capital £1,200,000
Paid-up Capital £1,200,000
Reserve Fund £700,000

Foreign Exchange and General Banking business transacted.
Interest allowed on

CURRENT ACCOUNTS
2% per annum on daily credit balances of over \$100.00.

SAVINGS
4% per annum

DEPOSITS
for 12 months 5% per annum
" 6 " 4% " "
" 3 " 3% " "
On Demand 2% per annum

BRANCHES:—Canton, Shanghai, Hankow, Bangkok and New York.

LONDON BANKERS:—The Lloyds Bank Ltd.

LOOK POONG SHAN,
Chief Manager

THE INDUSTRIAL & COM-

MERCIAL BANK, LTD.

HEAD OFFICE: York Buildings
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BRANCHES:—
Shanghai and Hankow.
Correspondents in all commercial centres of China and abroad.

PROMPT SERVICE
Attractive rates for all kinds of Deposits.
Inquiries are welcome.
T. H. MAI,
Manager.

BANKS.

HONGKONG AND SHANGHAI

BANKING CORPORATION.

HEAD OFFICE HONGKONG.

Authorized Capital \$50,000,000
Issued & fully paid up \$20,000,000

Reserve Funds:—
Sterling £4,500,000
Silver \$25,500,000

Reserve Liability of
Proprietors \$20,000,000

COURT OF DIRECTORS:
W. L. Patterson, Esq., Chairman
H. P. White, Esq., Deputy Chairman
D. H. Compton, Esq., J. F. Warren, Esq.,
Hon. Mr. F. H. Hoyle, Esq., G. M. Young, Esq.,
A. C. Lang, Esq.

Chief Manager:—
A. G. STEPHEN, Esq.
Manager:—
A. H. BARLOW, Esq.,
Manager:—
O. H. BULL, Esq.

LONDON BANKERS:—
WESTMINSTER BANK, LIMITED.

Current Accounts opened in Local Currency and Fixed Deposits received for local use and foreign remittances at the Bank's discretion.

We are also able to offer our Customers the services of the Bank of the National City of New York in the principal countries of South America and in the West Indies.

W. NORTH
Manager
8, Queen's Road Central, Hongkong.

Hongkong, 7th May, 1924.

HONGKONG SAVINGS BANK.

The business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits allowed on the minimum monthly balance of 3s per cent per annum.

For the Hongkong and Shanghai Banking Corporation.

A. H. BARLOW,
Acting Chief Manager.
Hongkong, 7th May, 1924.

THE CHARTERED BANK OF

INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter 1854.

Paid-up Capital £5,000,000
Reserve Fund £2,900,000

Proprietors £1,000,000

Foreign Exchange and General Banking business transacted.

Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager
Hongkong, 15th Feb., 1924.

THE CHINESE MERCHANTS

BANK, LTD.

HEAD OFFICE:
Alexandra Building,
Chater Road.

General Banking and Exchange business transacted.
Loans granted on approved securities.
Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.
The Bank also conducts a savings Department.

E. C. LAU, Chief Manager.
Hongkong, 15th Feb., 1924.

BANQUE DE L'INDO-CHINE.

(FRENCH BANK.)

Head Office 81, Boulevard Haussmann, Paris.

Capital £10,000,000
Paid-up £5,000,000
Reserve Funds £5,000,000

Branches and Agencies:
Bangkok, Canton, Hongkong, Kanton, Peking, Shanghai, Soerabaya, Sourabaya, Tientsin, Yokohama.

IN FRANCE: Compagnie Nationale d'Escompte de Paris, Credit Lyonnais, Banque de Paris et des Pays-Bas, Credit Industriel et Commercial, Societe Generale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; The City of London Bank, Ltd.; The London and Lancashire Bank, Ltd.; The London and Westminster Bank, Ltd.; The National City Bank of New York.

IN NEW YORK: J. P. Morgan & Co.,
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Very description of banking and exchange business transacted.

A. LECOT,
Manager.
Hongkong, 20th March 1924.

司公理管業實法中

SOCIETE FRANCAISE DE

GERANCE

DE LA BANQUE INDUSTRIELLE

ETABLISSEMENT FRANCO

CHINOIS.

(Incorporated in France)

54 Rue St. Lazare, Paris

HEAD OFFICE:
74 Rue St. Lazare, Paris

Subscribed Capital Frs. 10,000,000
up Capital Frs. 5,000,000

Working fund provided by
THE BANQUE INDUSTRIELLE

FRANCO: Societe Generale, Banque Nationale de Credit, Banque de Paris et des Pays-Bas.

LONDON: Midland Bank Ltd.

NEW YORK: Irving Bank Columbia Trust Co.

Every description of Banking and Exchange business transacted. Correspondents throughout the world.

P. DUBNERIN,
Manager.

BANKS.

INTERNATIONAL BANKING CORPORATION

(Owned by the National City Bank of New York)

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60, Wall Street, New York.

LONDON OFFICE:
21, Bishopsgate, E.C. 2.

BRANCHES:
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Commercial and Travellers' Letters of Credit issued. Bills of Exchange and Cable Transfers bought and sold. Current accounts and Savings Bank accounts opened and Fixed Deposits in local and foreign currencies at the Bank's discretion.

We are also able to offer our Customers the services of the Bank of the National City of New York in the principal countries of South America and in the West Indies.

W. NORTH
Manager
8, Queen's Road Central, Hongkong.

Hongkong, 7th May, 1924.

THE YOKOHAMA SPECIE BANK LTD

ESTABLISHED 1910

Capital (fully paid up) £100,000,000
Reserve Fund £10,000,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at:
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IN LONDON: The National Provincial and Union Bank of England, Ltd.; The City of London Bank, Ltd.; The London and Lancashire Bank, Ltd.; The London and Westminster Bank, Ltd.; The National City Bank of New York.

IN NEW YORK: J. P. Morgan & Co.,
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Very description of banking and exchange business transacted.

X. NISHITAKA,
Manager.
Hongkong, 15th February 1924.

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital \$60,000,000.00
Paid up Capital 18,278,690.00
Reserve Funds 9,629,425.24

HEAD OFFICE: PEKING

Hongkong Branch, 4, Queen's Rd. C.

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IN NEW YORK: J. P. Morgan & Co.,
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Very description of banking and exchange business transacted.

Loans granted on approved securities.
Special facilities for Home Exchange.

TSU YEE PEI,
Manager.

司公限有行銀豐和

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(Incorporated in the Straits Settlements.)

Capital £10,000,000
Paid-up £5,000,000
Reserve Funds £5,000,000

Branches and Agencies at:
Batavia, Bandoeng, Boeroe, Buitenzorg, Djakarta, Hongkong, Kanton, Peking, Shanghai, Soerabaya, Sourabaya, Tientsin, Yokohama.

IN FRANCE: Compagnie Nationale d'Escompte de Paris, Credit Lyonnais, Banque de Paris et des Pays-Bas, Credit Industriel et Commercial, Societe Generale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; The City of London Bank, Ltd.; The London and Lancashire Bank, Ltd.; The London and Westminster Bank, Ltd.; The National City Bank of New York.

IN NEW YORK: J. P. Morgan & Co.,
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Very description of banking and exchange business transacted.

Loans granted on approved securities.
Special facilities for Home Exchange.

Mr. Ko Leong Hoo (Chairman)
Mr. Sun Pak Ming
Mr. Ng Chang Luk
Manager:—Mr. Han Lian Huang
Telephone Nos. C. 4188 & 4587.

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INCORPORATED.

INTERNATIONAL

BANKING-SHIPING-TRAVEL.

Eighty offices are established in the principal cities of the World to provide commercial organisations and private individuals with a complete world wide, banking shipping and travel service.

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 SHANGHAI-KOBE-YOKOHAMA.

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"PRESIDENT JACKSON"	June, 8th.
"PRESIDENT JEFFERSON"	June, 20th.
"PRESIDENT GRANT"	July, 2nd.
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£120-£112-£110

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

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"PRESIDENT JACKSON"	May, 30th.
"PRESIDENT JEFFERSON"	June, 11th.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports. Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

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Far Eastern Passenger & Freight Service between

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OUTWARD BOUND

S.S. "PFALZ"	In port.
S.S. "HOLSTEIN"	about 27th May.
S.S. "SAARBRUCKEN"	20th June.
S.S. "SCHLESSEN"	23rd July.
S.S. "AACHEN"	20th Aug.
S.S. "COLENZ"	12th Sep.

HOMeward BOUND

S.S. "PFALZ"	about 10th July.
S.S. "HOLSTEIN"	about 8th July.
S.S. "SAARBRUCKEN"	about 24th July.
S.S. "SCHLESSEN"	12th Sept.

Steamers and dates liable to be altered or cancelled without notice.

*These steamers have accommodation for 96 passengers in the Cabin Class and 140 in the Intermediate Class.
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 No. 8 Entrance Chater Road.
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MELCHERS & Co.
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STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

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For San Francisco & Los Angeles from Hongkong by Direct Route.
 U.S.S.B. "West Chopaka" ... Duo Hongkong 24th May.
 Leaves Hongkong 27th May.
 U.S.S.B. "West Farallon" ... Duo Hongkong 8th June.
 Leaves Hongkong 10th June.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS.

For Manila, Cebu & Zamboanga.

U.S.S.B. "West Carmona" ... Duo Hongkong 14th May.
 Leaves Hongkong 17th May.
 For Saigon, Singapore, Zamboanga, Cebu & Manila.
 U.S.S.B. "West Montop" ... Duo Hongkong 8th June.
 Leaves Hongkong 11th June.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

For Full Information apply to

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 G. P. BRADFORD, Res. Agent.
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FREIGHT AND PASSENGER

THE NEW FAST AMERICAN STEAMERS TO
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 NAPLES, GENOA, MARSEILLES,
 BOSTON, NEW YORK.

FIRST AND THIRD CLASS ACCOMMODATIONS.

"PRESIDENT HARRISON"	May 27th
"PRESIDENT VAN BUREN"	June 10th
"PRESIDENT HAYES"	June 24th
"PRESIDENT ADAMS"	July 22nd
"PRESIDENT GARFIELD"	Aug. 5th

FREIGHT SERVICE
FROM HONGKONG

FOR NEW YORK & BOSTON VIA PANAMA.
 FOR NEW YORK, BOSTON & BALTIMORE
 VIA SUEZ

FOR SAN FRANCISCO & SAN PEDRO.

Through Bills of Lading to all United States and Canadian Overland Points & Havana.
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DOLLAR STEAMSHIP LINE.

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 Tel. C. 2477, 2478 & 796. No. 4 Des Vaux Road.

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T. K. K.


THE PATHWAY OF THE SUN

VIA HONOLULU. The Paradise of the Pacific.
 REDUCED FARE TO EUROPE
 £120 £112-£110

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.
 Steamers. From Kobe May 26. Leaves Hongkong.

TAIYO MARU	22,000	May 28.
KOREA MARU	20,000	June 9.
SHINYO MARU	22,000	June 27.
SIBERIA MARU	20,000	July 12.

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO,
 MANZANILLO, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.
 THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AYRES.

SEIYO MARU	14,000	June 12.
RAKUYO MARU	18,500	July 19.

Through Bills of Lading issued to all United States Overland Ports; also via Panama Canal Lines to Atlantic Ports.
 For Full information regarding passengers, freight and sailings
 Apply to:—

Y. TSUTSUMI, Manager.
 Agents at Canton.
 Messrs. T. E. GRIFFITH, Ltd. Tel. Central Nos. C. 2374 & 2375.

COMPANIA TRASATLANTICA DE BARCELONA

(Spanish Royal Mail Line)
 MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID,
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 C. LOPEZ Y LOPEZ 23rd May. ISLA DE PANAY 14th July.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.
 ISLA DE PANAY 23rd June.

The steamers of this Company are classed 100 All at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers Stewards and Doctor carried.

For particulars of freight or passage apply.—

BOTELHO BROS.

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 O. D. BARRETTO, 28 Central Avenue, B.O. Canton.

BOSTON & NEW YORK.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong:

S.S. OANFA	via Suez Canal	31st May.
S.S. KASAMA	via Suez Canal	31st May.
S.S. DIOMED	via Suez Canal	11th June.
S.S. MENELAUS	via Suez Canal	31st June.

Steamers proceed via Suez Canal or via Cape of Good Hope.

Subject to change without notice.

For freight and particulars apply to:

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.

HONGKONG & CANTON. HOLYOAK, MASSEY & CO. (LTD.)

PACIFIC SHIPPING.

CANADIAN PACIFIC
"EMPRESS OF RUSSIA"
WILL SAIL FROM
HONGKONGTO
MANILA

5 P.M. WEDNESDAY, MAY 21st.

From MANILA to HONGKONG

5 P.M. SATURDAY, MAY 24th.

FROM

HONGKONG

NOON THURSDAY, MAY 29th.

TO

VANCOUVER

via Shanghai, Nagasaki, Kobe & Yokohama.

Passenger Department Tel. 752
 Freight and Express Tel. 42
 Cables: Gaoanpac.
 Cables: Nautilus.

CONSIGNEES.

NOTICE TO CONSIGNEES

Vereenigde Nederlandsche
 Scheepvaart-Maatschappij
 (United Netherland Navigation
 Company)
 Holland-oost Azle Lijn.
 (Holland-East Asia Line.)
 From Rotterdam, Amsterdam,
 Hamburg and Bremen.

The Steamship, "OUDEKERK" having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and or from the wharves delivery may be obtained.

Goods not cleared by the 23rd May, 1924, will be subject to rent.

All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 22nd May, 1924, at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by
 JAVA-CHINA-JAPAN LIJN.
 General Agents.

NOTICE TO CONSIGNEES

OCEAN STEAM SHIP
COMPANY, LTD.CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Company's
 Steamer

"MENTOR"

are hereby notified that the Cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 16th May.

*Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 22nd May, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 5th June, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE
 Agents.
 15th May, 1924.

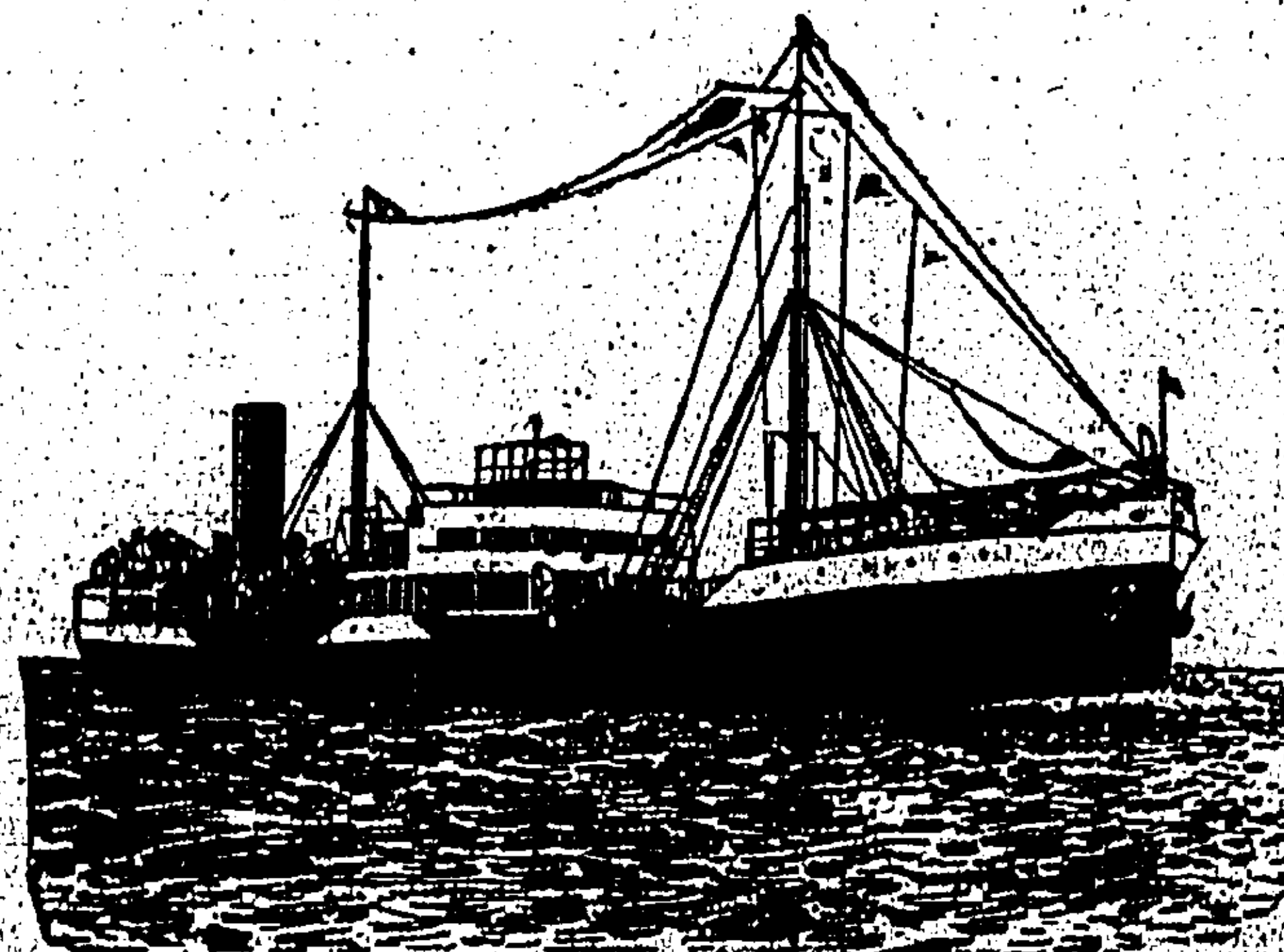
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;

Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and
 Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PALUDINA"

724' 0" x 58' 1" x 31' 0" x 8,400 tons d.w. x 5,100 H.P.

Built by the THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK, in
 the order of THE ANGLO-BAXON PETROLEUM CO., LTD., being one of four similar
 vessels built in these works to the same order.

Please address enquiries to the Officer-in-Charge
 B.M. DYER, B.Sc. M.I.N.A. Kowloon Dock, Hongkong.

Shipping to Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO
 Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies,
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 Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
 (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
PLASSY	7,426	17 May, noon	M'les, London & Antwerp
KASHMIR	8,963	24th May	M'les, London & Antwerp
NAGPORE	5,283	27th May	Singapore, Colombo, Bombay
KHIVA	9,097	31st May	M'les, London & Antwerp
ALIPORE	5,273	9th June	S'pore, P'ang, C'bo & B'bay
SICILIA	6,813	12th June	S'pore, P'ang, C'bo & B'bay
KASGAR	8,840	14th June	M'les, London & Antwerp
SOUDAN	6,696	23rd June	S'pore, P'ang, C'bo & B'bay
MOREA	10,911	28th June	M'les, London & Antwerp
KARNATA	9,098	12th July	M'les, London & Antwerp
SICILIA	6,813	22nd July	S'pore, P'ang, C'bo & B'bay
MALWA	10,941	26th July	M'les, London & Antwerp
DEVANHA	8,092	9th Aug.	M'les, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	6,949	30th May	S'pore, Penang & Calcutta
TORILLA	5,205	13th June	S'pore, Penang & Calcutta
TALMA	10,000	18th June	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	28th May	Manila, S'kan, Thursday Is.
KARURA	6,000	2nd July	Townsville, B'bane, Sydney
ST. ALBAN	4,500	30th July	Melbourne.

EASTERN does not extend to Melbourne.

Regulation connection from Australia with the following:-
 The P. & O. Royal Mail steamers to London via Suez Canal.
 The P. & O. Branch Service of steamers to London via the Cape.
 The P. & O. Branch Service of steamers to South America and London via Panama Canal.
 The New Zealand Shipping Co.'s steamers for South America and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

SICILIA	6,813	16 May, noon	Shanghai, Moji & Kobe
KASHGAR	8,840	18 May 4 p.m.	Shanghai, Moji & Kobe
TORILLA	5,205	24th May	Moji & Kobe
TALMA	10,000	30th May	Moji & Kobe
MOREA	10,911	30th May	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be
 received at the Co.'s Office up to noon on the day previous to sailing.
 For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
 Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.**HOMEWARDS.**

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENAPP	17th May.	GLENGARRY	7th June.
CARMARTHENSHIRE	30th May.		London, Rotterdam & H'burg
CARNARVONSHIRE	12th June.		

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.

THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ex. 23 and 3696.

ASUTRALIAN ORIENTAL LINE.HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave H'kong for M'les, S'kan, Thurs. Is. & A'lian Ports.
CHANGSHA	23rd May.	28th May.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SON, LTD.)

Telephone Central No. 36.

Agents.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America G. \$405, G. \$420, G. \$440.

YOKOHAMA MARU ... Wednesday, 28th May at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

ATSUTA MARU ... Wednesday, 21st May at 11 a.m.

KASHIMA MARU ... Wednesday, 4th June.

HAMBURG via LONDON & ROTTERDAM.

LYONS MARU ... Tuesday, 20th May.

LIVERPOOL via MARSEILLES & VALENCIA.

TOYOHASHI MARU ... Sunday, 15th May.

SYDNEY & MELBOURNE via Manila, &c.

AKI MARU ... Monday, 26th May at 11 a.m.

TANOO MARU ... Wednesday, 18th June at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

TOKAOKA MARU ... Friday, 13th June.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAWACHI MARU ... First half July.

BOMBAY via Singapore & Colombo.

HAKODATE MARU ... Friday, 23rd May.

WAKASA MARU ... Tuesday, 27th May.

CALCUTTA via Singapore, Penang & Rangoon.

AKITA MARU ... Tuesday, 20th May.

MURORAN MARU ... Thursday, 29th May.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... Thursday, 12th June.

SHANGHAI, KOBE & YOKOHAMA.

SUWA MARU ... Monday, 19th May.

GENOA MARU ... Tuesday, 20th May.

KAWACHI MARU ... Tuesday, 20th May.

For further information apply to:-

NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422.

Y. YAMAMOTO, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "BOLTON CASTLE" Sailing on or about 3rd June.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "SILVIO PELLICO"	Sails about 1st June.
S.S. "NIPPON"	Sails about 3rd June.
S.S. "GERANIA"	Sails about 20th June.
S.S. "ROSANDRA"	Sails about 3rd July.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "ASSUA"	Sails about 4th June.
S.S. "DUCHESSA D'AOSTA"	Sails about 7th June.
S.S. "SILVIO PELLICO"	Sails about 4th July.
S.S. "NIPPON"	Sails about 8th July.
S.S. "ROSANDRA"	Sails about 7th Aug.
S.S. "NUMIDIA"	Sails about 7th Aug.

* Cargo only.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... Sailing about 10th June.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

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Telephone Central 1030.

Agents.

ELLERMAN &

BUCKNALL



STEAMSHIP

COMPANY, LTD.

Projected Sailings from Hongkong

Subject to alteration.

City of Athens 13th June M'les, London, R'dam & Hamburg

PASSENGER SERVICE.

City of Lahore 26th Oct. Shanghai & Japan

City of Lahore 7th Dec. Marseilles, London, etc.

FARES TO LONDON.

Single 1st Class A £92, B £84, 2nd Class A £63, B £56

Return 1st Class A £161, B £147, 2nd Class A £108, B £98

Cargo Steamer Saloon Passage £62

For further particulars apply to

HOLYOAK BAKERY & CO. LTD. THE BANK LINE, LTD.

Canton, Tel. Central 780

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
TIENTSIN via Weihaiwei	Chipsing	Sat. 17th May at noon.
MANILA	Yuensang	Sat. 17th May at 3 p.m.
BANGKOK via Hoihow	Chunsang	Mon. 19th May at 10 a.m.
SHANGHAI via Swatow	Talsang	Tues. 20th May at 7 a.m.
BANGKOK via Swatow	Kwalsang	Tues. 20th May at 2 p.m.
TTAO via S'ow & S'hai	Tungshing	Wed. 21st May at 9 a.m.
STRAITS & Calcutta	Namsang	Wed. 21st May at 3 p.m.
SHANGHAI via Swatow	Wingsang	Thurs. 22nd May at 7 a.m.
MANILA via Amoy	Sulsang	Sat. 24th May at 11 a.m.
SANDAKAN	Mausang	Sat. 24th May at 2 p.m.
HAIPHONG via Hoihow	Leesang	Sun. 25th May at 10 a.m.
STRAITS & Calcutta	Hosang	Tues. 27th May at 3 p.m.
KOBE via S'hai & Moji	Fooksang	Thurs. 29th May at 7 a.m.

Calcutta Line—This Line now affords regular sailings to Calcutta

Penang and Singapore; Returning from Calcutta steamers

proceed via Straits and Hongkong to Japan occasionally

calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted

with Electric Light & Fans & carry a fully qualified Surgeon.

Shanghai Line—Sailings approximately every three days between

Canton & Shanghai, sometimes calling at Swatow. Through

tickets can be obtained and through Bills of Lading are issued

all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by

vessels with good passenger accommodation, sailings from

both ports every Saturday at 11 a.m.

Haiphong Line—Sailings approximately weekly for passengers and

cargo, calling at Hoihow both ways.

Borneo Line—Fortnightly sailings to and from Sandakan by two

5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both

steamers having excellent passenger accommodation. Cargo

taken on through Bills of Lading for Kudat, Jesselton,

Labuan, Tawau and Lahad Datu.

Tientsin Line—A regular service is run from March to November

between Hongkong & Tientsin occasionally calling at Wei-

haiwei & Chefoo.

Bangkok Line—A weekly service is provided between Hongkong

& Bangkok, via Swatow, by five steamers fitted with up-to-

date passenger accommodation.

CALCUTTA LINE.

S.S. "Namsang" will be despatched on or about Wednesday,

21st May at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT

SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:-

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215.

General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns, (Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haining ...	W. C. Passmore	FRI. 16th May at 5 p.m.
Haiphong ...	Ellis Walker	TUES. 20th May at 4 p.m.
Haifong ...	W. S. Turnbull	FRI. 23rd May at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas LaPrak & Co.,

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN OVERSTRATEN

will be despatched on 22nd May.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraph.

1st CLASS FARE TO SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)

services to all destinations in the Netherlands East Indies.

Agents—**JAVA CHINA JAPAN LIJN,**

Telephone Central No. 1574. York Building, Charter Road.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mali Steamers	Next Sailings from Marseilles	Pro. arr. at H'g. and Sailing for S'hai & Japan	Pro. Sailing from H'g. for M'les
PAUL LECAT	—	—	19th May.
ANDRE LEBON	—	—	25th May.
AMBOISE	10th Apr.	12th May.	8th June.
CHANTILLY	24th Apr.	26th May.	22nd June.
ANGERS	8th May.	9th June.	6th July.
PORTHOUS	22nd May.	23rd June.	20th July.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and free Doctor's attendance.)

A Class 1st Class £95.00 B. Class 1st Class £85.00

Steamers 2nd Class £68.00 Steamers 2nd Class £60.00

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BEATS)

S.S. "SILVIO PELLICO" ... Loading for Havre, Antwerp

S.S. "SILVIO PELLICO" ... from Dunkirk, London, Havre is due to

arrive about May 17th.

For full particulars apply to

Messageries Maritimes Co., 3, Queen's Building,

Telephone Central 740.

CO-OPERATION TRANSIT REPRESENTATION

CONSIGNEES.



The Steamship

"PRES. MADISON"

having arrived from Manila P.I. on May 14th, 1924. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed & damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on May 20th, 1924, by the Company's Surveyors, Messrs Anderson and Ashde.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after May 21st, 1924, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board. Emergency Fleet Corporation.

ADMIRAL ORIENTAL LINE

4, Des Vaux Road.

Hongkong, May 14th, 1924.

NOTICE TO CONSIGNEE &**DOLLAR STEAMSHIP LINE**

The Steamship

"PRES. MONROE"

having arrived from New York, via ports, on May 12th, 1924, consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, at Kowloon, and stored at consignees' risk.

HOTELS.

THE HONGKONG

HONGKONG HOTEL: REPULSE BAY HOTEL; PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."

AND SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;
GRAND HOTEL KALEE; MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."

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LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Ltd., Peking.

KOWLOON HOTEL.

THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room & Saloon Bar.

Electric Lift and Telephone to each Floor.
Tels. K.608 and K.609. Cable address: "KOWLOON, Hongkong."
Under the Personal Supervision and Management of
FRANK L. COOKE, Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. Central 373. Telegraphic Address "VICTORIA."
J. WITCHELL,
Manager.

THE EUROPE HOTEL.

DANCING AFTER DINNER.
EVERY MONDAY, WEDNESDAY and SATURDAY,
TEA DANCES
TUESDAYS and THURSDAYS.

The Hotel Orchestra under the Direction of
Mr. F. R. Martens.

Telephones in every room.
Telegraphic Address: "EUROPE, SINGAPORE."
Telephone No. 2740 (9 lines).
THE EUROPE HOTEL LTD.
ARTHUR E. ODELL, Manager.

Queen's Theatre.
PLEASURE HOUSE DE-LUXE.

Commencing May 16th. to 19th.
at 5.15 & 9.15 p.m.

Chafalo & Palermo
Company

The World's Magicians
ALSO

METRO Pictures present
MILTON SILLS

IN

"The Forgotten Law"

The most forceful photo drama of a decade

at 2.30 & 7.15 p.m.

A Fox Serial

THE BRIDE "13"

1st & 2nd. Episode.

ADMISSION:

5.15 & 9.15 p.m. 2.30 & 7.15 p.m.

Box (to hold 6 persons) \$15.00 Box (to hold 6 persons) \$7.20
Dress Circle 2.00 Dress Circle .80
Stalls 1.50 Stall .50
2nd. Class .80 2nd Class .30

BOOKING AT THEATRE.

DON'T FORGET

THE LAST CHANCE TO SEE
TRAILING AFRICAN WILD
ANIMALS

The Most Extraordinary Picture of Wild Animal Life
That Has Ever Been Made In The History
Of The Photoplay!

At The WORLD To-day



YOU MAY NOT
UNDERSTAND
CUBIST
PRINCIPLES.—

DON'T WORRY ABOUT IT!

SMOKE A "Three Castles" AND UNDERSTAND
WHY THIS FAMOUS VIRGINIA CIGARETTE IS
SUCH A FAVOURITE

MADE IN ENGLAND

PASSENGERS DEPARTED.

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V. Hawley, Mrs. G. M. Pratt, Mr.
Orrell, Mr. Vakil, Mr. C. G.
Wallis, Mr. Greenwood, Mrs. A.
E. Hyndman, Mr. T. A. Golden-
berg, Capt. H. W. Konrick, Mr.
Manning, Mr. Lalhaka, Mr.
Vivolsky, Mr. Chuen, Mr. H.
S. Kurangia.

CHURCH NOTICES.

A Charge of one Dollar is made
for Notices under this heading.

St. John's Cathedral, May 18th,
4th Sunday after Easter. Holy
Communion 8 a.m. Matins and
Sermon 11 a.m. Preacher: Rev.
E. K. Quick. Holy Communion
12 noon, Evensong and Sermon
6 p.m.

First Church of Christ, Scientist,
Macdonnell Road below Bowen
Road Tram Station, Sunday,
11.15 a.m. Wednesday, 5.30 p.m.
Reading Room open Tuesday
and Friday mornings 10 to 12.

A DISAPPOINTED MAN.
When the magistrate at
Thames Police Court inflicted
upon a man a small fine for
drunkenness the defendant said
he had not got the money and
the magistrate ordered him in
default to be detained for the
day. The Defendant: Now I am
very disappointed. I wanted to
go the boat race and see my
favourite Dark Blue win.

THEATRE ROYAL
HONGKONG

TO-NIGHT! TO-NIGHT!!
at 9.15 p.m.

LAST NIGHT IN CHINA

The Quaints

IN AN IMPRESSION OF THE
'Co-optimists'

LONDON'S MOST SUCCESSFUL SHOW
BOOK NOW AT MOUTRIES

EXCHANGE.

(Opening Rate closing Rate on Page 1)
Selling.

Y/T	2/4	4 m/s. Mare	52 1/2
60 d/s	2/4	4 m/s. France	9.55
60 d/s	2/4	4 m/s. Germany	9.75
4 m/s.	2/4	Demand, New York	51 1/2
Y/T. Shanghai	10 1/2	T/T. Bombay	168
Y/T. Singapore	10 1/2	Demand, Bombay	168
Y/T. Japan	12 1/2	T/T. Calcutta	168
Y/T. India	16 1/2	Demand, Calcutta	168
Demand India	—	On Yokohama	127 1/2
Y/T. San Francisco and New York	14 1/2	Demand, Manila	101 1/2
Y/T. Java	14 1/2	Demand, Singapore	101 1/2
Y/T. Ceylon	14 1/2	Demand, Batavia	140 1/2
Y/T. Siam	14 1/2	On Haiphong	101 1/2
Y/T. Hongkong	8 1/2	On Saigon	101 1/2
Demand, Paris	—	On Bangkok	79 1/2
BUYING.			
4 m/s. L/O.	2/5 1/2	Sovereign	48.20
4 m/s. D/P.	2/5 1/2	Gold Seal per Tael	33.11 1/2
4 m/s. L/O.	2/5 1/2	Bar Silver ready	33.11 1/2
4 m/s. L/O.	2/5 1/2	forward	33.19 1/2
4 m/s. L/O.	2/5 1/2	Bank of England rates	3 1/2
4 m/s. L/O.	2/5 1/2	New York/London	4.36 1/2